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FOSTER-CHILD OF THE UNITED STATES. ALASKA'S ARRESTED DEVELOPMENT.

Writing on the eve of the late President Harding's tour a writer in *The Times* said:

President Harding's impending visit to Alaska is undertaken, not, as was at first generally supposed, as a vacation trip, but as a very serious errand. Alaska is a cause of concern. That foster-child of the United States, after a brilliant beginning, is now suffering from arrested development.

For several years Alaska has been struggling along with insufficient help. Five thousand miles from the seat of the Federal Government and from a Congress which imperfectly understands its needs, it has carried on its development haphazardly and has fallen behind in the march of progress.

Between the census of 1910 and that of 1920 it lost 10,000 of its population, mainly through discouragement. By the latter year there only 55,000 souls to cultivate the immense natural resources of a territory of 580,000 square miles. A bare half of these were of the white races, say one white person to every twenty-one square miles. The remainder were Eskimos—all but a few hundreds; and Eskimos are not empire builders.

Since Mr. Seward, Secretary of State, bought the great tract from Russia for \$7,200,000 (£1,500,000) fifty-five years ago, it has produced over £200,000,000 in new wealth. That wonderful growing, however, is not being kept up. Two years ago disquieting reports began to reach Congress from the remote North-West. Not only was the population of "Seward's Folly" shrinking, but its industries were diminishing even faster.

The President made plans to go out to the struggling territory, to learn at first hand what must be done in the way of rescue work. The journey had to be postponed for a year, and meanwhile things improved so little that, notwithstanding increasing demands on his time, Mr. Harding has felt that a further postponement was out of the question.

Of the month to be devoted to the forthcoming trip two weeks will be consumed in the journey to Alaska and the return to San Francisco. The voyage will be made in the naval transport *Henderson*, and with the Chief Executive will go three Cabinet members—the Secretary of the Interior, the Secretary of Commerce, and the Secretary of Agriculture, besides a small army of mining, agricultural, railroad, and other technical experts.

THE RAILWAY.
In the north-western territory the President will find the Alaska Railroad, a Government undertaking, completed for a distance of 541 miles from Seward to Fairbanks, save for bridge across the Tanana river—a railroad in a wilderness, built at a cost of \$65,000,000 (£13,000,000). It is far from a pay-off adventure, for its total receipts in 1912 being but \$480,000 (£96,000), but it is counted upon to do in time for Alaska what the Pacific roads did for the Great West in the United States. The bridge to close the last gap in the road—near its northern end—is to have a span of steel 700ft. long, the largest but one in the world.

Some of the mines which in the last forty-two years have produced \$328,000,000 (£65,600,000) worth of gold are now shut down, but most of the placer mines which account for two-thirds of the gold production are in full swing. There are enormous fields of coal in Alaska virtually untapped. In 1921 they produced but 76,317 tons—three-fourths true bituminous, the remainder lignite. It was insufficient for the country's needs, and there had to be imported an additional 58,000 tons, mainly from British Columbia. Copper mining is another industry much underdeveloped, and the same is true of silver-mining and of lumbering and, indeed, of almost all of Alaska's industries except fishing and the associated activities, canning and packing, and fur cultivation.

There are bright hopes of oil, but in all Alaska there are only thirteen wells, and these all in one district, the Katalla field. In what is known as the Alaskan Peninsula and in Matanuska, near the railroad, are promising seepages, which have attracted many prospectors. The oil thus far actually produced in the territory is of fine quality, and if it can be "brought in" large quantities, as is hoped, it may conceivably prove a greater resource than gold.

LACK OF CAPITAL.
The trouble with the whole territory, however—the great trouble—is the same that hampers the development of all remote countries. Alaska is starving for capital. Apart from Government undertakings—the railroad with its spurs and some military roads and telegraphs, agricultural, experimental stations, and the like—there has been almost more of a subtraction than an addition to capital investment in the past year or two. In 1921, for example, there was \$39,000,000 (£7,800,000) engaged in the fishing industry; \$32,000,000 (£6,400,000) less than was thus employed the year before, though even with this great decrease the value of the year's fish products was \$24,000,000 (£4,800,000).

Alaska has far too few roads, and her transport by rail and water is altogether insufficient to foster her growth. Of 6,854 miles of road constructed by the Federal Commission since 1905 only 800 miles are suitable for even light automobile traffic. Tourists find the country difficult of access, though 5,537 visited it in 1922, which was 2,000 more than in 1921. Very few of them travelled by American steamers, however, which are not commodious and run on erratic timetables. Most of them went by the well-equipped Canadian vessels, going from Vancouver to Skagway, thence on to the Yukon, merely passing over the edge of Alaska and seeing nothing of the interior or of the south central coast.

(Continued at foot of next column.)

LONDON TO INDIA BY AIRSHIP. HOW THE PROPOSED SERVICE WOULD BE RUN.

The last moment attempt in March of last year to save the British airships from destruction occasioned much interest, and there was speculation as to the reply of the Government to the offer of a strong financial syndicate that included Messrs. Vickers, Limited, and the Shell Oil group, which was prepared to establish a four million pounds company if the Government, in addition to handing over the airships, the material, and the bases, granted a subsidy of £91,000, and if Australia and India each granted a subsidy of £40,000. The Government is not asked to make any capital investment at all; financiers, it is said, will provide all the money required for they are remarkably interested in the possibilities opened up.

CHEAPER THAN THE STEAMSHIP.
Commander C. Dennis Burney, R.N., who is associated with Messrs. Vickers, is largely responsible for the project, and he is enthusiastic over what can be done to revolutionise Empire communications. "My whole idea," he said, to a press representative "has been to put the matter before the public in such a form that the consequences of scrapping the airships will be appreciated before it is too late. In the details already given the suggestion has been made that the airship fare to India will be £5 cheaper than the first-class passenger fare at present charged by steamship. As a matter of fact, the reduction might easily be so much lower that we should charge about £50 instead of the £85 now asked for the steamship journey. If we constructed an airship of 3,800,000 cubic feet capacity it would carry 100 passengers and about ten tons of mail and goods. The cost for each trip, including standing charges, depreciation, insurance and running expenses, would only be about £3,500, thus allowing ample margin for a fare at £50.

SIX NEW SHIPS.
The present airships would be valuable to us, of course, but they would be in the nature of reserve vessels, useful for the commencement of the organisation, the training of pilots, etc., and subsequently for feeding the main routes. Our plan would be to construct six new airships at a cost very considerably below that hitherto found practicable. They would be in every way suitable to the new traffic, provided with sleeping cabins, restaurant, smoking-room, and even a bathroom.

THE VOYAGE PICTURED.
There is no more comfortable method of travel than by the airship, and the quickness of the journey is remarkable. Each airship on its trip to India would start from Cardington, which is within 45 minutes of London. After dinner, at about 10 p.m., the passengers would start on their journey, and would find themselves next morning at Marseilles. The airship would then proceed to Suez (about 1,800 miles), which at only 50 miles an hour would be covered in 36 hours. Another six hours' halt would precede the run of 2,400 miles to Bombay (two days). A meteorological survey that has been made during the last eighteen months shows that there has not been a dry in the period unfit for airship travel in India. The survey from India to Australia is not yet complete enough to speak so definitely. Shall we use helium instead of hydrogen? I do not think so. For one thing if you use helium you lose ten per cent. of your lift; for another, you cannot use helium as a fuel economiser. The eventual development of helium seems to be in the form of a blanket to the hydrogen inside.

SUBSTITUTE FOR PETROL.
The safety factor in new airships would be very pronounced. We are quite hopeful of being able to do away with petrol and use a heavier oil; the possibilities in that respect are very good indeed. No reply has yet been received to the offer made to the Government, but we naturally anticipate careful consideration for what must be regarded as an important scheme.

Apart from the filip such a scheme would give to the development of commercial airships, the military value of such a reserve has certainly not been overlooked, and there are many enthusiasts who support the offer on this ground alone.

Provision for the tourist, indeed, is generally wanting. There are, for instance, to mention the most notable lack—no roads or trails whatever leading to the national parks around Mount McKinley and Mount Katmai.

Besides the handicap of insufficient capital, the territory suffers from misconceptions about its climate. It is popularly supposed to be a black land, where winter reigns throughout the year. Yet in the Alaskan summer everything can be grown that is found in the temperate zones except maize, cotton, beans, melons, and fruits. What wheat is raised is of a high quality, and the yield runs sometimes to 32 bushels to the acre.

The Governor, Mr. Scott Bone, in his latest report, points to another source of wealth that is seldom considered, the great grazing area of the country. Every encouragement has been given to the breeding of reindeer, and the herds, increasing at an average of 20 per cent. a year, now number 300,000 animals.

Finally, to smother the development of what is really one of America's most profitable investments, there must be mentioned the "rottaga," the lack of sympathetic co-operation between the Federal Government at Washington and the territory officials, and a truly formidable bureaucracy which has grown up through a lack of system in dealing with Alaskan affairs.

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(BY SIR HERBERT RUSSELL.)

If I were attending any sort of educational examination—which heaven forbid!—and were asked who were the great Empire-builders of our history, I should promptly reply the British shipwrights. Of course, I should be turned down, for people who asked questions of this sort only admit of stereotyped replies. But that does not deny the simple apothegm—no shipwrights, no Empire. In fact, we might really go further and say "no shipwrights, no nation."

Shipbuilding has been one of our greatest national industries for many generations past. It is still one of our greatest national industries. But do we retain the same relative degree of supremacy as in bygone days? There are various disquieting reasons which give to this question something more than mere casual significance.

First, the prosperity, or otherwise, of the shipyard trade. We know, of course, that this has been in a terribly depressed condition from which recovery is bound to be slow. With so much tonnage laid up in consequence of the blight upon international trade, due to post-war wrangling, shipowners are not going to lay down new keels. When they show a disposition to do so they are not confronted by a very encouraging prospect in the shipbuilding industry.

WEALTH OF RESOURCES.

British shipbuilding, since the beginning of the era of iron and steel, has maintained its pre-eminence because the masters of it have found it possible to build probably at a lower price than in any other country. This, of course, is primarily due to our wealth of mineral resources and to the national talent in connection with all matters maritime. In the spacious days, before the war, foreign Navies and foreign mercantile services looked to British ships to expand their tonnage. The only serious competitor we had then was Germany. But her shipyards were so busy in materializing her own bid for dominance of the seas that they had comparatively little time to bestow upon foreign construction.

Our wealth of mineral resources will always remain with us. So, I believe, will our national talent in connection with all matters maritime. But it is useless to say that we are not sacrificing our economic superiority. And if we mean to lose this, then goodbye to the prosperity of British shipbuilding.

At a recent meeting of the Nitrate Producers' Steamship Company, Sir John Latta stated that Continental shipyards are able to execute repairs much more rapidly "than is now possible in this country." A good many people will probably shrug their shoulders and say that this sort of generalizing is not conclusive. Unhappily, however, there is no trouble in adducing specific instances which prove the truth of this.

A DISQUIETING COMPARISON.

Mr. P. G. Mackinnon of Lloyd's, gives us a characteristic example, merely omitting names, for obvious reason. The underwriters of the Royal Exchange called for tenders for the repairs to a stranded steamer for the insurance of which they were responsible. Being business men, they naturally wanted to get the damage made good on the best economic terms practicable.

Nine British and two Continental firms put in tenders. With one exception the former were all subject to a reduction of a lock-out. We may concede this lock-out to be a mere unfortunate incident in the comparison, but it is a species of incident only too symptomatic of the cause which explains the general result.

The British firms demanded from 43 to 60 days as the time limit for completing the work according to specification. One of the foreign firms required 23 days, the other 32 days. An average of the foreign quotations worked out at 10 per cent. less than the lowest and 20 per cent. less than the highest British tender.

Try and explain this as we may, it is a condition of things impossible to compare with equanimity. It is not too much to say that such a comparison would have been impossible before the war. The condition of foreign exchanges may explain something—but in this case only a very little something. No question of currency can be made to reconcile the wide difference in the time limits. There is only one single explanation for this, and it is in the word work.

THE ONLY WAY.

If the British shipwright—and those associated with him—no longer choose to work on the principles which gave their industry pre-eminence, they may indeed be justified in saying that this is their business. But they cannot surely profess to regard the inevitable consequences with complacency. The Continent is not always going to remain under its present cloud of post-war conditions. America is becoming more and more strenuous in her efforts to secure both naval and commercial domination of the sea. What other nations formerly asked us to contribute largely in doing, they are now managing to do for themselves. Worse still, they are beginning to offer to do the same thing for us, and making good in their enterprise by much more advantageous terms alike in time and price.

I do not want to draw any unnecessarily dismal picture. The general state of affairs in British shipbuilding, so I read, shows an improving tendency. But there has been far too much of driving repair work to foreign yards for some years past. It has the result of encouraging our rivals in the industry to a more resolute effort of competition. We can only hold our own by living in the present, and not upon the great traditions of the past. For the old order changeth, and unless we keep pace with those who are shrewd enough to see a chance of benefiting by the change, we are bound to be left at a disadvantage.

That British shipyards turn out the best work in the world is still a legitimate boast. On the material side what Lord Selborne so truly described as "our great national asset" stands where it did. But

internecine labour strife is doing it more harm than is probably yet realized. We are apt to think of foreign competition as virtually non-existent these days. The case cited by Mr. Mackinnon—which is only one of many of a kindred order—should serve as a most practical reminder to the contrary.

I believe there is more clear vision amongst the Labour leaders associated with the sea-faring classes—such men as Mr. Harcourt Wilson and Mr. Ben Tillett—than in any other industrial direction. I trust the same breadth of perception may be speedily vouchsafed to those who counsel the men of many trades employed in our shipbuilding yards. Amidst lock-outs, strikes, and wild talk at home, the foreign shipyards are prodigiously busy. They are getting work which can be done in these islands at least as economically, as expeditiously, and more efficiently. We cannot afford to lose it. Many of shipowners are anxiously only awaiting improved conditions to place orders for new tonnage. That they would give preference to British yards, even to the degree of some economic disadvantage, is beyond question. But it is out of all reason to expect them to stretch this principle too far.—*Naval and Military Record.*

COMMERCE DEGREE.

WORK OF LONDON SCHOOL OF ECONOMICS.

The Governors of the London School of Economics and Political Science (University of London) gave a luncheon at the Mansion House on June 13th to commemorate the establishment of the Commerce Degree. Sir Arthur Steel-Maitland, M.P. (Chairman of the Court of Governors), presided.

Mr. Wood (President of the Board of Education), in proposing "The School," said it was only thirty years since it was founded, and, beginning in two rooms in the Adelphi, it had moved from strength to strength. Difficulties after the war made themselves acutely felt, and then the University of London instituted its degree of commerce, thereby giving new opportunities to the school. Economic science, studied and treated generally, was comparatively of modern growth. We had now reached the period of an organized and developed competitive system. If that modern competition was the child of industrial development, it was also the parent of a necessity of drawing together the bonds between commerce and business and all that science and education could bring to the service of commerce and business.

The Chairman, in replying, said the school had over 2,500 students, and it had achieved a national reputation in the field of "economics" which was second to none. They desired that it should do a work of national importance. Just as it was true of industry and manufacture, it was also true of finance and commerce that they must have first-class brains with a first class education.

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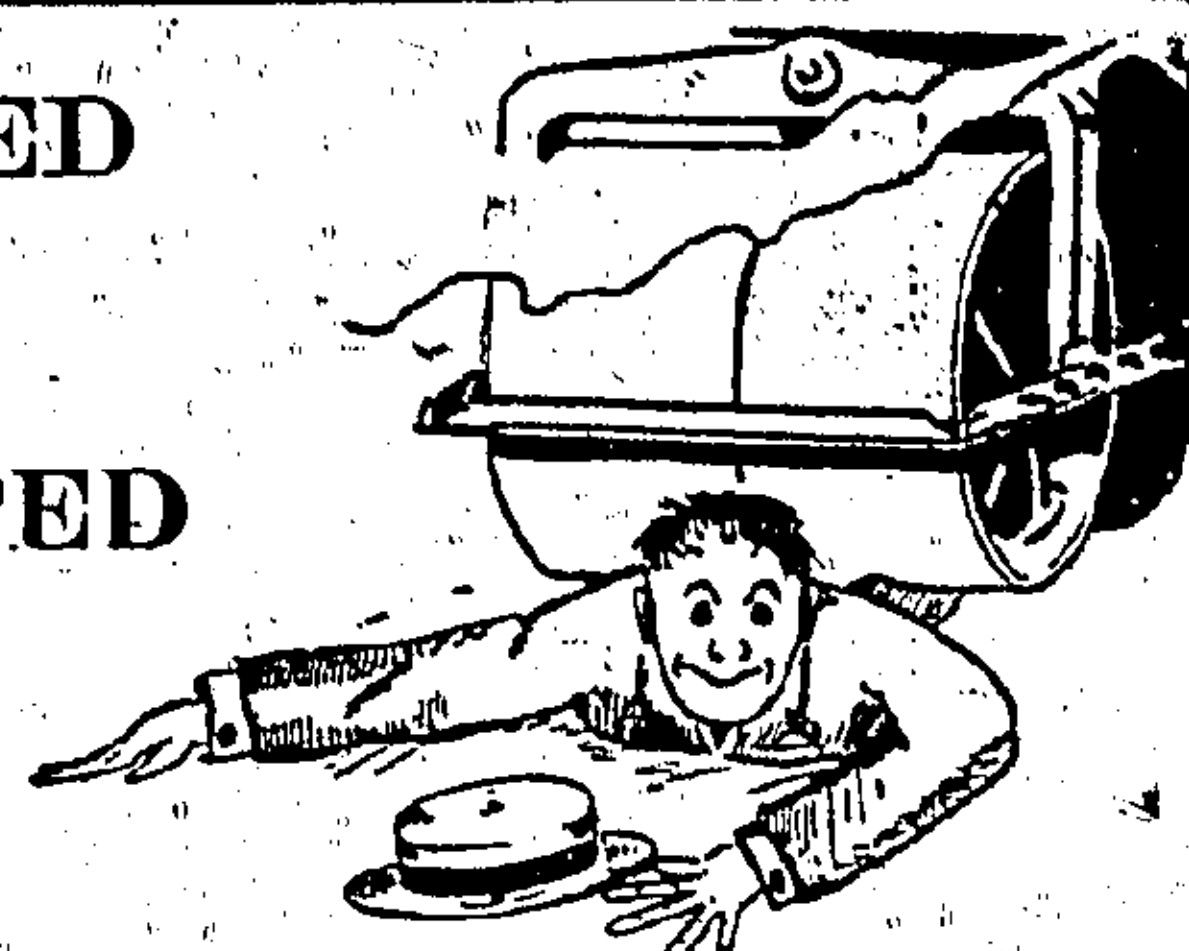
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THE TRADE OF WUCHOW. REPORT OF THE CUSTOMS COMMISSIONER.

Mr. T. Ebnar, Commissioner of Customs, in his report on the trade of Wuchow for the year 1932 writes:—

Politically and commercially the year under review was the most unfortunate when compared with any year of the last two decades. The political unrest in the province of Kwangsi has, throughout the entire year, had a most disturbing effect, and frequent interruptions of traffic on the river by military operations, ravages of uncontrolled soldiers and bandits and other causes both above and below Wuchow reduced trade to the smallest proportions. The year commenced with a seamen's strike, which originated at Hongkong, in which all the Wuchow boats were involved except the motor-boats trading to Nanning. Steamers on the Wuchow-Hongkong and the Wuchow-Canton run ceased to ply for a spell of 50 days and 30 days respectively. Mail to and from Canton had to be carried and transhipped by various passenger junks and launches trading between different stages on the West River. The second quarter of the year then opened full of promise for a revival of trade. Unfortunately, however, fresh political unrest in the Two Kwang provinces again disturbed local peace. The return of Dr. Sun Yat Sen on the 16th April from Kweilin on his way to Canton with 40,000 men of his expeditionary forces against the North caused no little anxiety to the public during his short stay in Wuchow. His soldiers forcibly occupied local shops and dwellings for their temporary quarters and then commandeered all Chinese steamers on the Hongkong and Canton run to carry them to Canton. At the beginning of May all the Cantonese troops of Chen Chung-ming were called back to Canton from various places in Kwangsi. On passing through Wuchow the commander of these soldiers extorted from the Chamber of Commerce a sum of \$50,000 before he would guarantee the city against looting. Kwangsi, with the exception of Wuchow, was then entirely recaptured by the Kwangsi soldiers, who, under the name of "Self-governing Troops" had on one occasion attacked this port, but were repulsed by the remaining Cantonese troops. During the fighting local bandits or uncontrolled soldiers availing themselves of the opportunity, looted the town, causing great loss to the merchants and inhabitants. For fear of further troubles all the shops not only ceased to do business but also had their goods re-exported to Canton or Hongkong. Almost half of the population of the town fled, and all local officials, the Magistrate, Chief of Police, etc., quit the port, leaving it uncontrolled for some time. Wuchow thus remained under the Canton régime up to the time of its evacuation, which took place almost at the end of the year.

Owing to comparative quiet, the first two months of the third quarter showed signs of a revival of trade. In August the up-river traffic flourished, and numerous cargo junks loaded with general goods, tea, resins, etc., arrived. Moreover, the heavy cargoes carried by these boats, junks loaded with cargo were towed by them to and from Wuchow. This state of prosperity did not last long, and in the middle of September the trade suffered a set-back by fresh political unrest, and the Wuchow-Nanning traffic was again obstructed owing to constant commandeering of motor-boats by the military at up-river places. The situation during the fourth quarter of the year was bewildering and appeared fraught with danger. It was thought that Wuchow would again be the centre of trouble between rival armies struggling for the supremacy of Kwangsi. The feeling of unrest in business circles and among the multitudes increased as large bodies of Cantonese soldiers were despatched continuously from down river and consignments of ammunition arrived, and many inhabitants quit the port in search of safety. Towards the end of the year the troops of the Kwangsi 1st Division at Tongyin under Liu Chien-huan, who had been an adherent of Chen Chung-ming, in co-operation with other Kwangsi armies and the Yunnan troops, commenced a campaign against Chen Chung-ming and marched down to attack Wuchow. The town became panic-stricken, and refugees crowded on steamers leaving for Hongkong or Canton. But, fortunately for Wuchow, there was no fighting, as the Cantonese army and gun-boats retreated without making a stand. By the evening of the 28th December evacuation was complete, and on the following morning the town fell into the hands of the invading army, who styled themselves "Yunnan and Kwangsi Allied Forces." Wuchow was thus once more brought under the Kwangsi régime after having been ruled by the Cantonese for one year and six months.

The money market has been constantly disturbed, and a feeling of insecurity and discredit prevailed throughout the year. Different issues of military bank-notes, which were forced upon the people have proved a source of trouble to bankers and merchants and affected the trade to no small extent. Of various businesses which have experienced hardship during the bad time, the shipping firms appear to have suffered the heaviest, the *ping-ming* or commission agents, through whose hands the greater portion of the products of Kwangsi finds a ready market at Wuchow, were affected severely owing to non-arrival of these goods from the interior; the timber and firewood trade has also suffered from similar causes but to a lesser extent.

The gross and net value of the trade of the port coming under the Maritime Customs control amounted to HK. \$11,952,197 and HK. \$11,779,710 respectively, as against the corresponding figures for 1931, viz. HK. \$11,735,386 and HK. \$11,551,140. The figures for the year under review being the smallest on record since 1906.

The report of the Kedah Rubber Co., Ltd., shows that the total net revenue amounted to \$82,894, to which must be added the balance brought forward from the previous year, viz., \$92,627, leaving a total of \$175,522 available for distribution, from which an interim dividend of five per cent. has been paid, a final dividend of 7½ per cent. recommended. It is also recommended that \$10,172 be written off and \$24,149 be carried forward. The crop harvested during the year amounted to 252,128 lbs. and the crop during the present year has been fixed at 25,181 lbs. monthly. The average selling price last year was 37.10 cts. and the cost of production 26.74 cts. per lb.

Since 1906. Compared with the preceding year's figures, every branch of trade diminished considerably, with the exception of re-exports, which have increased, mainly by the value of goods reshipped to Hongkong or Canton for sale custody during the troubles. However, through this unfortunate year trade has shown wonderful vitality in the face of adverse circumstances. Repressed and obstructed to the extreme, it was always ready to revive whenever peace and quietness prevailed. Needless to say that, given normal conditions and a fair degree of security in the interior of this province, trade will not only revive quickly but expand enormously.

The river conditions below Wuchow have been satisfactory, and the Daming Bar, or Sunan did not obstruct shipping during the low-water season. The river rose very high on two occasions: first, on the 22nd June, when 53 feet above zero (lowest water recorded in 1898) was reached; and again on the 10th August, when the highest water of this year, 50 feet 2 inches, was recorded. The lowest point touched was 11 inches above zero, which was registered on the 25th, 13th, 14th and 15th, March.

The total revenue for the year, HK. \$11,952,197 (famine relief surtax excluded), shows a decrease of HK. \$147,925 as compared with the figures of 1931 and is the smallest collection on record within the last two decades.

(Continued at foot of next column.)

CHINESE PARADOX. CHANGING CUSTOMS OF THE PEOPLE. DUTY OF THE POWERS.

The Times correspondent at Peking, cabling on July 4th, said:—

It had been generally expected that the widespread confusion throughout China would result in a serious check to foreign trade. The fact that so many provinces are either engaged in war or overrun by bandits necessarily affects commercial confidence, and this is proved by the standstill in business in many up-country regions, and by the large accumulation of Chinese capital in Hongkong and the Treaty Ports, where it has been brought for safety instead of being employed in financing trade. The boycott of Japanese goods, which has assumed serious dimensions during the past two months, was expected further to affect commercial returns.

The Customs figures for the half-year, however, have falsified these forebodings and given proof of the extraordinary vitality of trade in China. The Customs revenue is ahead of all previous records, and even if a generous allowance be made for the increase consequent upon the application of the effective 5 per cent. tariff for part of the period, there is a net gain of \$2,000,000 (\$225,000) compared with the "record" figures for the corresponding period last year. When it is considered that the principal import of piece-goods has been unusually dull and Japanese imports during June were only half the previous monthly average, it is remarkable that the total volume of trade has not only been maintained, but actually increased.

The explanation is simple enough. It is that the Chinese are fast awaking to the utility of foreign manufactured goods, that their standard of living is steadily rising, and that the demand for foreign articles within the zones of the Treaty Ports alone is sufficient to maintain and increase foreign imports. In huge areas in the interior trade and enterprise are being stifled to extinction by the chaotic conditions prevailing, but the economic development of the Littoral and Riverine regions continues unabated. It is hardly affected by the political chaos and there seems to be no limit to its possibilities.

The commercial prospects of a China in a normal, or even in an abnormal, condition are almost beyond estimation, and it is plainly to the interest of the industrial nations to establish themselves here commercially. But they are faced with extraordinary conditions, requiring remedies of an extraordinary character, which only Governments can apply.

There are great debts owing to foreigners which the Chinese Government can never liquidate until the foreign Powers consent to an increase in the tariff. There is the decline in foreign prestige resulting in danger to foreign life and property, and in constant violations of treaty rights, which can be stemmed only by international action. The problem of the Debt is easy of solution, and the re-establishment of foreign prestige is principally a matter of a small increase in the foreign garrison.

If the interested Powers neglect these necessary steps—and they are now humming and hawing about it—they will have endless trouble on their hands in the near future, and the certainty that the increased confusion will in the end damage the trade upon which the interests of all are founded.

KEDAH RUBBER COMPANY.

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HALT IN THE BATTLE OF AMOY.

FIVE FOREIGN GUNBOATS
STANDING BY.

NORTHERN VESSELS COMPELLED TO
WITHDRAW.

Fighting has stopped in Amoy, according to a telegram received in Shanghai and five foreign gunboats (British, American and Japanese) are standing by for the protection of foreigners and their interests. The general exodus also has stopped and the alarm of the populace appears to have dwindled.

Confirmation has been received of the report to the effect that the *Haiyung* and the *Taijui*, the loyal northern gunboats, had been compelled to withdraw to safer positions behind Kulangsu Island. About 400 northern troops and marines have been disbanded by the southern soldiers under the personal command of General Chuang Tsz Ping.

Communication still is irregular and the shipment of goods to Amoy from Shanghai has been suspended indefinitely. Unconfirmed reports state that the Magistrate at Kingmen and General Hsu Tsung Chih's staff officer (Southern) have been shot by the Northerners.

The gunboat *Haiyung* has been seriously damaged in an engagement at Amoy with the Southern gunboats, and has been instructed by Admiral Yang Ti Chung to sail into Makiang Harbour for repairs, states a Chinese news agency.

TIMBER STOCKS IN HONGKONG.

Sir J. West Ridgeway, G.C.B., G.C.M.G., K.C.S.I., presiding at the third annual general meeting of the British North Borneo Timber Co., Ltd., after reviewing the accounts (which showed a profit on trading last year just short of \$25,000, or an increase of \$4,980 as compared with the profit made during 1931, viz. \$20,019).

As regards the immediate outlook for this year, the position in South China—where his principal market for log timber—has so far been the reverse of satisfactory. The congestion of stocks of timber at Hongkong, to which I referred when addressing you last year, has continued, at one time it was so serious that it was found impossible to obtain further storage space there, and our shipments had in consequence to be seriously curtailed. I am glad to say the position is now somewhat better than it was, and we have to thank our friends in Hongkong for exceptional steps which they were able to take to assist us in effecting clearances. The reports which we have been getting from Borneo lately are certainly more encouraging than they were, and although the position is too uncertain for me to make any forecast, I have hopes that the result of our operations for the second half of the year will prove to be more satisfactory than they have been to date.

A dividend of 3 per cent., less income tax, was declared.

Mr. W. G. Dancy (Managing Director) proposed a vote of thanks to the staff in Borneo for their work during the year. Unfortunately their efforts had not been quite so successful as they had hoped and expected, but on that account the work had been no less real and energetic. He thought the work had been well and conscientiously done, and that everyone had put a shoulder to the wheel to get through the bad times experienced during the year. He had pleasure in proposing a vote of thanks to the managers and staff in Borneo including in it their representatives in Hongkong.

The vote was duly accorded.

THE PARLIAMENT IN SHANGHAI.

CANTON GUILD DENOUNCED.

The N.C. Daily News of August 2nd, says:—

The local Canton Guild, the Cantonese Merchants' Association, and the Kwangtung Club are being strongly denounced by other Cantonese organisations for the stand they have taken in connexion with the removal of Parliament to Shanghai. These three organisations are charged with failure to support Parliament and to welcome the members, especially the Cantonese members, to Shanghai after their trials at the hands of the militarists.

Several Cantonese organisations including the Labour Association, the Seamen's Union, the Self-Government Association, etc., were hosts at a dinner given at the Hui Yuan Liu Restaurant, North Suzhou Road, to their fellow provincials who are Members of Parliament, on Tuesday evening. The members were congratulated upon their decision to come to Shanghai and urged to act in accordance with morality and their conscience. The M.P.'s thanked those who attended for their good wishes, etc. Chang Kuang Hai strongly denounced the three organisations mentioned and stated that their stand was only fit for the enemies of the people, hence the members should be closely watched.

Members of the Kuomintang were to have held a reception to the M.P.'s yesterday, but, owing to lack of time for preparations, this was cancelled for a later date.

A lengthy manifesto is being prepared by the local M.P.'s, addressed to the citizens, stating that more than 300 M.P.'s have already arrived in Shanghai and it is expected that a quorum will shortly be obtained. Hence they assert, popular support is absolutely necessary if Parliament is to be successful. They hope that this appeal will not reach deaf ears.

GOLF AND GOLFERS.

[By "DREAMER"]

The Happy Valley annual meeting was a "Wash Out" in the literal meaning of the words. It was most unfortunate that the Championship had to be played under such adverse conditions as those prevailing on Sunday. The course was not actually under water, but the fact that the downpour of rain hardly ceased the whole time made it very trying for the competitors.

It was impossible to keep the grips of one's clubs dry and this fact alone no doubt accounted for a good number of bad shots. We heard of one competitor whose club finished a good 30 yards ahead of his ball, which latter, incidentally, gave the club every chance of creating a record by refusing to move! Putting, also, was very difficult as the strength of the greens was continually varying.

Taken all round, the leading scores were good. Out of 23 entrants, all but two, I think, finished the course. Judging by last year's Championship the standard of golf in Hongkong amongst the lower handicap men has improved last year, under very much better conditions—in fact, if I remember correctly, the conditions were almost ideal—Mr. Buckland won with the same score as he did this year, and there was only one other competitor who came anywhere near him. This year it was different; it was the very last stroke played on Sunday that gave Mr. Buckland his second win—by one stroke only.

At tiffin time Messrs. Buckland and Crawford Morgan were leading with rounds of 81 each, followed closely by Col. Hill (82), Major Gandy (84) and Mr. A. B. Stewart (85). There were several 86s and 87s, all of which were still in the running. On the completion of 37 holes Messrs. Buckland and Crawford Morgan were still level and leading, though several players were getting to within one or two strokes of them.

Mr. A. B. Stewart did a brilliant 4th round, just missing a 37, the ball hitting the last hole and jumping out. This made his afternoon round 80, and gave him a gross total for the two rounds of 165. Col. Hill, who partnered him, did not keep up his morning form and finished with the total of 168. This brilliant last 9 of Stewart's added a great deal of excitement to the contest; Buckland and Morgan would have to register a 40 to win. Major Gandy, also, was playing exceptionally steadily and was well in the running, requiring a 39 to tie with Stewart. He was the next man home after Stewart and he failed by 2 strokes. Morgan came next, also 2 strokes behind Stewart. There was thus only one man left who could possibly beat Stewart and that was Buckland. He needed a 4 for the last hole to secure a win and it looked as if he had thrown away his chance as if he had put his second shot on the Race Course, but, with a beautiful pitch shot, he laid his ball dead, and thus retains the Challenge Cup for another year. It was a great finish and Mr. Buckland is to be heartily congratulated on his performance.

I do not know whether any of my readers noticed the coincidence that the first four competitors for the Championship, were the first four players in the last Inter-port match against Shanghai.

I cannot close this article without making a few remarks about Mr. Buckland. He has the reputation of being our most brilliant player, and at the same time one of our most unreliable performers; when it comes to Inter-port matches or the Championship, he is the majority of members predict that Buckland will not win. This reputation is not the reputation he should have, and will go so far as to say it is entirely his own fault. I do not think that, apart from J. B. Ferrier of Shanghai, there is another player in the Far East who plays finer iron shots, and I am certain there is not another player with greater powers of recovery; but where he does fail is from the tee. I may be wrong, but he gives me the impression that he wants to outdrive everyone and have a reputation as a big hitter. He is not a natural hitter, and his iron-play is so good that he has no reason for wishing to hit tremendous drives. I hope he will accept this criticism in the spirit in which it is offered, and that when he is at home next year, we in Hongkong shall benefit of his successes in opening tournaments.

I see that the remaining competitions, which should have been played off last Monday, are to be held next Sunday. I was down at the Valley on Monday and the course at the pavilion end was in a terrible state. Apparently, during the night the nullah had overflowed and deposited a vast quantity of mud and sand on to the course. I hardly imagine that the local Committee will be able to get the course in condition by next Sunday, and I shall not be surprised to hear that a further postponement to the following Sunday will be necessary.

THE METHOD OF MOUNTING

"spectacle glasses" is of the greatest importance," writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eyestrain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located at 83, Queen's Road Central, have the equipment and instrument to adjust your spectacles to a nicety.—A.S.V. (10)

STARTLING SHOOTING OUTRAGE.

CHINESE DETECTIVE MURDERED.
MURDERER MAKES GOOD HIS
ESCAPE.

A sensational shooting outrage occurred in the heart of the City, yesterday morning, in broad daylight. Chinese detective, No. 612, named Cheung Chong, was deliberately shot and killed outside Messrs. Ullmann, the jeweller's, just on the corner of Wyndham Street and Queen's Road Central. The murderer has not been caught.

The incident occurred between 7.30 and 8 o'clock in the morning and the police believe that the shooting is a sequel to an armed robbery which took place earlier in the morning at Wanchai, when seven armed men entered a Japanese house at No. 15, Star Street (second floor), where, after holding up the householder and his wife, they looted the place and got away with money, clothing and jewellery to the value of \$7,000. The Japanese, who is named Yamichi Takahashi, did not report the robbery to No. 2 Police Station until 6 a.m. some three hours after the robbery had taken place. The information was circulated to all the police stations in Hongkong and Kowloon and on its receipt at Central a posse of detectives were sent out to keep a look out for suspects arriving by tram from Wanchai and also to search passengers embarking on the ferries. The murdered man was posted to the No. 1 Detective Post, which is just outside the Hongkong Hotel, so that his duty would be mainly to search suspects alighting from the trams.

What happened in Des Vaux Road Central is not known and it will probably remain a mystery, just after the arrival of one of the trams from the Wanchai district the detective was seen to run up Pedder Street, cross over Queen's Road Central and across two men on the pavement outside the shop occupied by Messrs. Ullmann, jewellers. At that moment Mr. R. Ullmann was in the act of opening his shop and he was startled to hear three shots fired in quick succession. He ran to the door of the shop and saw the detective fall to the ground lifeless. He also saw two men running away, one towards the Astor House and the other towards the East along Queen's Road Central.

As it was not quite 8 o'clock when the shooting took place and as there was no traffic of any dimension there was no constable on duty at the junction of Queen's Road Central and Pedder Street. There was, however, an Indian constable on beat duty in the vicinity and he is stated to have been a little way up Wyndham Street at the time. Directly he heard the shooting he rushed into Queen's Road Central, drew his revolver and fired a number of shots at a man running in an easterly direction, towards the Astor House, but apparently he fired without effect, for the man continued to run. The Indian constable did not know at that stage that anybody had been shot, but realising that something serious was afoot took up the chase after the man, as did also Mr. Ullmann. The fugitive dashed down the lane at the side of the Astor House Hotel, which side into Des Vaux Road Central. From this lane he emerged into Des Vaux Road Central where he was lost sight of. Not very far down the lane Mr. Ullmann picked up a small automatic pistol which is believed to have been dropped by the desperado in his flight. The pistol was handed over to the police.

The police are of the opinion that the murder was not committed by the man pursued by Mr. Ullmann and the Indian, but by his companion who made his escape by running away in the opposite direction. They are also of the opinion, judging from the entrance wounds of the bullet, both of which were in the back, that the detective grappled with the man who afterwards ran towards the Astor House Hotel and during the struggle his companion came up from behind and shot the detective in the back. This view is borne out to some extent by the condition of the automatic pistol picked up by Mr. Ullmann. It proved to be a "Baby" Browning pistol. It was fully loaded, five rounds being in the magazine and one in the firing chamber. The muzzle of the pistol was stuffed with a piece of green leaf, apparently with the idea of keeping the weapon free from dirt. It had obviously not been used.

The man who escaped by way of the Astor House Hotel Lane is said to have been dressed in a white jacket, dark trousers, shoes and no socks.

For some little time after the shooting, the corpse of the murdered man lay on the pavement until its removal was superintended by police from Central Station. At the mortuary it was found that the detective had received two fatal wounds, one between the shoulder blades, the bullet just touching the heart, making its exit on the left side of the chest. The other bullet entered the small of his back and passed right through his intestines, coming out on the opposite side. A third bullet pierced his nose which he was carrying in the bottom right hand pocket of his coat. It was a ricochet bullet and after piercing the book curved off and struck a mark in the wall just outside Messrs. Ullmann's shop where the bullet lodged itself against the wall.

The murdered detective was 35 years of age and is described by European detectives as being a very useful man and one who has done good work. He is said to have been the man who laid information against a gang of robbers which resulted in the sensational shooting affair in Green Street, when a number of police officers were shot. He also joined the force in 1915 and was transferred to the Detective Staff in 1917. In 1919 he was recommended for his conduct in connection with an armed robbery which took place at Morrison Hill Road, and as the result of his investigations two men were arrested in connection with the affair and later sentenced to 12 months imprisonment each. In 1929 he was again recommended for his vigilance and zeal in effecting the arrest of a thief who had stolen 12 pairs of boots from the Diocesan Girls' School.

VALUES AT HO MUN TIN.

EXTRAORDINARY BIDDING AT A
CROWN LAND SALE.

Judging by the size of the crowd attending the public sale of Crown land held yesterday afternoon at the Volunteer Headquarters and the excitement amongst the crowd before, during and after the disposal of the lots, the desire of wealthy Chinese to invest in land is unabated.

Before the sale it was obvious that syndicates or rings were being formed for the purpose of securing the land. During the sale, when the syndicates were working one against the other in bidding up the price of the lots it was also noticeable that those rings were prepared to dip deeply into their pockets rather than let the land go at anything like a reasonable figure. On the completion of the sales there was a great deal of wrangling amongst the successful rings as to the allotment of shares in the purchased land, whilst it is said that a number of speculators tried to claim admission to the successful rings and to get their signatures on to the sales documents in the Land Office. This is another proof that there is no decline in the eagerness amongst Chinese to obtain land. Then again the crowds which attended these sales are growing larger as time goes on.

Another unusual incident in connection with yesterday's sale was the collection of a considerable number of speculators outside the Public Works Department Land Office after the auction was finished. Enquiries amongst the crowd as to what they were waiting for drew replies such as: "Oh nothing in particular, we just want to know who are in the successful rings."

Another noticeable feature at yesterday's land sale was the change in the bidding tactics. In the past it has been customary when large and valuable lots are offered for the bidding to be in thousands of dollars until nearing the probable purchase price. Yesterday it was a mad race in hundreds of dollars. In one case the price rose from \$30,000 to \$62,300 mainly by \$100 bids. These bids rolled in so quickly that it was only with difficulty that they could be got down on to paper. It was no wonder that the voice of the auctioneer (Mr. Parker Rees) sounded a little hoarse when he stepped off the platform at the completion of the auction.

What the idea was it is hard to say unless it was a battle of endurance amongst the rings of speculators, for the purpose of wearing out their opponents. At any rate despite the persuasions of the auctioneer to bid in thousands the rings preferred to bid in hundreds. The first lot offered was in Ho Mun Tin district and adjoining one another. The first lot put up for sale had an area of 56,100 square feet, and the upset price was \$16,500. It was raised by \$1,000 bids to between thirty and forty thousand dollars. From then onward only \$100 for the most part and in spite of the small amount of the bids the price quickly rose to \$62,300 when it was knocked down to one of the rings.

The second lot had an area of 66,000 square feet and the upset price was \$19,800. Up to \$40,000 the bidding was in thousands and from that figure to the sale price \$51,000 it was in the \$100 bids. It was also sold to a syndicate. The third lot had an area of 30,000 square feet and the upset price was \$8,000. Four bids of \$1,000 each brought the price to \$10,000 and from then onward only \$100 bids were registered, but the price quickly rose to \$25,200, at which figure it was bought in by a syndicate.

SIR ROBERT HO TUNG'S

ROUND-TABLE CONFERENCE.

GENERAL LU YUNG HSIANG,
TUCHUN OF CHEKIANG,
CONCURS.

Sir Robert Ho Tung forwards to us the following translation of a letter from General Lu Yung Hsiang, Tuchun of Chekiang.

Chekiang, 20th July, 1933.

Sir Robert Ho Tung,

DEAR SIR.—It was with a sense of deep gratitude that I received the kind letter which you sent to me from such a long distance, and which is filled with such flattering terms that I feel I scarcely deserve. In your letter you have expressed a desire for convening a round-table conference of the principal leaders of our country. Should such an idea be successfully realised, it would be a blessing to the whole country. I have all along been in favour of the disbandment of troops, and I am glad that your view coincides with mine.

I hope that you will continue to give your sound counsel, so that even the deaf may be made to hear. To save the country and to quell disturbances by peaceful means is what I have always been in favour of. As to the procedure (for the Conference), I rely on you to devise means. As for myself, speaking from such a distance, all I can say is that I will co-operate with my handful of earth to shape the course of the stream. With kind regards to you, I am, Yours sincerely, (Sd.) LU YUNG HSIANG.

A TENANCY DISPUTE.

ACCUSATIONS OF COLLUSION
BETWEEN PLAINTIFFS AND
A DEFENDANT.

Allegations of collusion between the plaintiffs and one of three defendants in a dispute over possession of the ground floor of No. 166, Wing Lok Street, and the first floor of No. 52, New Market Street, were made in the Summary Court before His Honour Mr. Justice Gompertz yesterday morning.

The plaintiffs were the Man Fat Shing, firm of rice merchants. The defendants were three in number—the Sam Wing Firm, Yeung Fun Nam, stated to be manager of the last named firm, and the Tai On Firm.

Mr. A. el Arculli represented the plaintiffs, and Mr. C. H. Lyon represented the first and third defendants.

Mr. Arculli intimated that the second defendant, Yeung Fun Nam, would admit an order for possession.

Mr. Lyon stated that Yeung would be regarded by him as a hostile witness, his case resting on allegations of collusion between Leung and the plaintiffs.

The first and second defendants entered a counter-claim for re-possession of the premises, and damages, on the grounds that they were wrongfully and illegally dispossessed by the plaintiff firm.

Mr. Arculli stated that the plaintiff firm were carrying on business at 166, Wing Lok Street. The ground floor of the building was let by them to the second defendant, Yeung, and subsequently the Sam Wing Firm became joint tenants with him. The third defendant claimed to be sub-lessee of the first defendant. A notice, bearing chop of the plaintiff firm, and the name of Yeung Fun Nam, was received by the plaintiffs stating that the defendants were quitting the premises; that notice expired at the end of April. The defendants did not quit, however, when that date fell due, and in consequence there was a good deal of correspondence between the defendants and the plaintiffs' solicitors. On the strength of the notice plaintiffs had already re-let the premises, and the firm to whom they had done so were pressing for the dispossession of defendants and possession for themselves. The second defendant had withdrawn all claim to the premises and had gone to live elsewhere.

Mr. Arculli then called witnesses in support of his case. They were cross-examined at some length by Mr. Lyon, with the result that he did not open the defence till well on in the afternoon.

Mr. Lyon, presenting his case, said that prior to occupation of the premises by the first defendants, the Kwang Yi firm were the lessees. Yeung Fun Nam was a salesman with this firm, until it went out of business and gave up possession of the premises. The Sam Wing firm heard that the premises were shortly to be vacant, and, after getting into touch with Yeung, they asked him to negotiate for the letting of the premises to them. He consented, with the result that the firm became the tenants early last year. In consideration of his securing the premises for them the firm employed Yeung as a salesman. Never at any time was he a partner in the Sam Wing firm, and he had compromised himself in his evidence so far as to say, when cross-examined, that he only had a share in a partnership with the firm owned by another man. However that might be, at no time had he any vestige of right to use the firm's chop. The defence alleged that Yeung, in his capacity as salesman, had obtained the chop, used it on a document purporting to give the plaintiffs notice that defendants were giving up the premises, and then signed his own name. They further alleged that this was done in collusion with the plaintiffs, and without the knowledge or consent of the defendant firm. The very fact—and they could prove this—that the man Yeung was not registered with the Secretary for Chinese Affairs as being a partner in the Sam Wing firm would go to show that he never had held that position. Actually he was dismissed from his position as salesman on the last day of the Chinese new year, though he was allowed to live on the premises for another ten days. When the ten days expired he actually took up residence with the plaintiff firm on the second floor of 166, Wing Lok Street.

His Honour: Is your firm winding up? Mr. Lyon: On the contrary, we are still in business, and wishful of carrying on in our own premises.

Mr. Lyon went on to say that part of the ground floor of No. 166, Wing Lok Street, was sub-let to the third defendant by the first defendant as from the 16th April, 1933. During the fourth and fifth Chinese new years the first defendants removed the furniture from their portion of the premises to allow the floor being re-decorated. Unfortunately they neglected to leave a key on the premises, and while they were away the plaintiffs took the opportunity to seize the floor, and had refused possession ever since. They had certainly unlocked the door and moved out on July 21st, but the defendants had not been given permission to return. It was never the intention of the first defendants to leave the premises, and it was never their intention to give up business.

With regard to the position of the third defendant (and the Tai On firm), Mr. Lyon said they were sub-tenants of the first defendants, and therefore entitled to the protection of the Rents Ordinance of 1922. Even assuming for the moment that the notice to quit were valid, the third defendants were still entitled to that protection, and could not be made to give up the portion of the floor they occupied.

Mr. Lyon then called witnesses, and the case was adjourned at 4.15 p.m. till August 14th.

ARMS SEIZURE ON THE "KWANG TAI."

CHINESE BEFORE THE COURT.

At the Magistracy, yesterday afternoon, a Chinese was brought before Mr. J. R. Wood charged with unlawfully having in his possession two fully loaded automatic pistols and one revolver on board the s.s. Kwang Tai, a steamer belonging to the China Merchants' Steam Navigation Company.

As reported in the Daily Press at the time, Sergeant A. E. Carey on August 1st went on board the vessel just before she was due to sail for Shanghai and made an important seizure of arms on board and it is thought by the police that his action frustrated a plot to pirate the vessel on the journey up the coast. During his search of the vessel he arrested the defendant in the case who it is alleged had no less than three firearms in his possession.

When the case was mentioned yesterday afternoon the Magistrate decided to confine the evidence to the finding of the arms on the defendant, and not to take into consideration the finding of other arms on board the vessel.

Sergeant Carey, in the witness box, said that he boarded the steamer for the purpose of searching for arms under the Piracy Prevention Ordinance. After he had searched for an hour the complainant called him aside and told him there was a man in cabin No. 21 (third-class) whom he did not like. He asked the Sergeant if he would search his baggage. He complied with the request. He found nothing in the man's baggage. He then proceeded to search the man, who suddenly put his hand under his coat. The witness gripped his hand and seized the other one as well, and told the complainant to run for help. Chinese detectives arrived and the search was continued. The arms produced in Court were found inside the man's trousers secured in position by a handkerchief. Witness handcuffed the defendant and then examined the arms and found that they were all loaded, and that the weapons were serviceable. The defendant told him that he was going to Shanghai and that he was a seaman. The witness added that two passenger tickets were found in his possession.

After evidence had been given by a Chinese detective as to the finding of arms, the defendant was committed for trial.

RECEPTION BY THE CHINA SOCIETY.

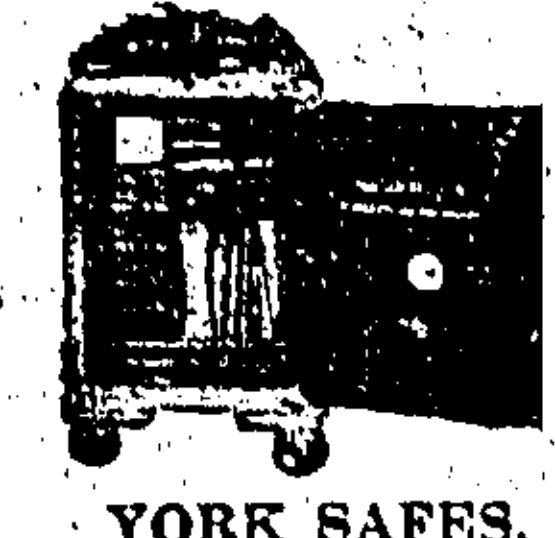
A conversation and dance, attended by the members of the China Society and their friends, took place on the afternoon of June 27th at Prince's Restaurant, Piccadilly. There was a good attendance of some two hundred guests, who were received by Sir Denison and Lady Ross. Amongst those who were present were: Mr. Chao Hsin Chu, Chinese Chargé d'Affaires, Sir Francis and Lady Aglen, Lady Addis and party, Mr. William Addis, Mr. F. J. Abbott, Miss Phyllis Abbott, Mr. and Mrs. Guy Acheson, Miss Alexander, Mr. Oswald Ames, Mr. and Mrs. A. G. Angier, Miss Priscilla Barclay, Miss Berkeley, Miss R. Betts, Mrs. J. C. Boie, Mr. Byron Brennan, C.M.G., Mrs. Byron Brennan, Mr. F. P. Bristowe, Miss S. Byrkeley, Miss Winifred Burgess, Mrs. W. S. McCallum, Mr. and Mrs. A. M. Chalmers, Mr. P. H. Chang, Mr. W. C. Chen, Mrs. J. B. Coughtrie, Miss Coughtrie, Miss Connie Coughtrie, Mr. and Mrs. Cubitt, Sub-Lt. W. H. Dickinson, Mr. Geo. B. Dodwell, Miss W. E. Dodwell, Mrs. O. Eckford, Mrs. V. Eckford, Mr. A. S. Fulton, Mrs. A. Bertram Giles, Dr. and Mrs. Lionel Giles, Miss Sylvia Giles, Mrs. Greig, Miss M. Greig, Mr. Lay, T. Gunn, Miss Hall, Mrs. A. H. Harley, Mr. V. A. C. and Mrs. Hawkins, Mr. and Mrs. R. H. Hill, Mrs. Hughes, Mr. H. E. B. Hunter, Mr. E. L. Hunter, Mrs. F. Dillinger, Mr. W. F. Inglis, Miss Inglis, Sir John Jordan, P.C., and Lady Jordan, Lady Jackson, Mrs. Jellicoe, Mrs. Boyce Keop, Lt. Col. and Mrs. Cecil Lawford, Mr. Croil Lloyd, Miss Croil Lloyd, Mr. Mackellar, Mr. Macray, Mr. Milles, Major and Mrs. Murray, Mrs. Murray, Mrs. Nibet, Mr. W. Adams Oram, Mr. and Mrs. Evan Ormiston, Miss Ormiston, Mr. and Mrs. H. A. Otterwill, Mr. and Mrs. R. E. N. Paddell, Mr. A. R. Pastor, Mrs. Alfred Porter, Mrs. Probet, Miss Rockitt, Dr. and Mrs. D. J. Reid, Mrs. J. P. Reid, Miss A. Moor Ritchie, Dr. and Mrs. F. O. Stedman, Mr. R. Sutherland, Mr. F. S. Sutton, Mr. K. B. Tay, Mrs. Terry, Miss P. Terry, Mr. W. N. T. Tam, Mr. and Mrs. Y. H. Tsan, Master Neville Tsan, Mr. B. G. Tours, Miss Lydia Tovey, Mr. Welch, Miss Welch, Mr. and Mrs. G. L. Wheeler, Mr. and Mrs. G. Willoughby-Mead, Miss Willoughby-Mead, Admiral Sir A. L. Winslow, K.C.B., Mrs. Yarrow, and Mrs. Stewart Young.

SPORT.

WATER POLO.

LAST NIGHT'S GAME.

At the V.L.C. swimming bath last night two games were played. The first game, between the R.G.A. (B team) and the King's Regt. (B team), was very scrappy and resulted in a win for the R.G.A. by three goals to nil. The second game, between the R.A.M.C. and the V.L.C. (B team), was more closely contested. The R.A.M.C. were the victors with two goals to their opponents' one. To-night a farewell swimming fête will be given to Mr. J. Johnston, who is leaving the Colony on the Empress of Russia. The fixture will be held wet or fine.



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GENTLEMEN'S COMPLETE OUTFITTERS.

CABLES.

[LATEST CABLES.]

[THROUGH REUTER'S AGENCY.]

REPARATIONS DISCUSSIONS.

ITALY'S REPLY TO GREAT BRITAIN.

ROME, August 6th.

A semi-official statement says that the Italian reply to Great Britain adheres to the intentions of Britain in seeking an easy European situation and favours a discussion of the British proposals.

The reply expressed the belief that a general final settlement of the reparations question must include a settlement of the question of inter-Allied debts, and says that while foreseeing possible difficulties, the British proposal to convene a body of experts in order to determine Germany's capacity and the method of payment, does not exclude such measure from the preliminary steps. The reply reiterates that Italy is opposed to passive resistance and all further military occupation in the Ruhr area, and favours a gradual reduction of the Franco-Belgian occupation when a general understanding has been reached and guaranteed.

COMMUNIST PROFESSOR ASSASSINATED.

RIGA, August 6th.

Advices from Moscow state that the Communist Professor Kovalevski was killed at Guchkov station. The assassin's motives were presumably political as the body was not robbed.

[EARLIER CABLES.]

U.S. BATTLESHIPS TO BE SCRAPPED.

NEW YORK, August 6th.

The United States navy yard has received orders to scrap the hulls of the battleships *Indiana* and *South Dakota*, which were left uncompleted when the Washington Treaty was signed.

TRADE UNION CONGRESS.

WILD SCENES AT DUBLIN.

LONDON, August 6th.

Wild scenes marked the arrival at the Mansion House, Dublin, of the delegates of the Irish Labour Party to the Trade Union Congress. The crowd unsuccessfully tried to rush the building, and a number of the delegates were badly beaten, the demonstrators shouting "Release the prisoners! Up with Larkin!"

AERIAL "DERBY."

NEARLY 200 MILES AN HOUR.

LONDON, August 6th.

The serial "Derby," in which 12 aviators started from Croydon over two circuits of a 100-mile course round London, was won by L. Carter, flying a Gloucester with a 450 horse-power Napier-Lion engine. Carter averaged 102.4 miles an hour.

The weather was perfect and there was a huge crowd. Carter finished at a speed of 200 miles an hour, his flying time being 62 min. and 23 seconds. Flight-Lieut. Longton, flying a Sopwith-Hawker, with a 400 horse-power Bristol-Jupiter engine, was second, his time being 73 min. 33.5 secs., and Capt. G. Barnard, on a D52, with a 450 horse-power Napier-Lion engine, was third, his time being 81 min. and 1 sec.

The handicap winner was Captain Hamersley, on an Aero-Viper, with a 200 horse-power Wolseley engine.

U.S.-TURCO TREATY SIGNED.

LAUSANNE, August 6th.

A general treaty governing the future relations of the United States and Turkey was signed by Ismet Pasha and the American Minister, Mr. Grew, and also an extradition treaty.

GERMAN MARKS.

BERLIN, August 6th.

Marks are 7,600,000 to the sovereign.

PORTUGAL'S NEW PRESIDENT.

LISBON, August 6th.

The National Assembly elected Senhor Teixeira Gomes, at present Minister to London, President of the Republic by 121 votes.

SWIMMING THE DOVER CHANNEL.

FEAT ACCOMPLISHED.

LONDON, August 6th.

The American, Harry Sullivan succeeded in swimming the Channel. He arrived at Calais from Dover at eight o'clock in the evening after being nearly 27 hours in the water, during which it is estimated he covered 90 kilometres.

LATE PRESIDENT HARDING.

CHICAGO, August 6th.

The special train bearing the body of the dead President crossed the Mississippi river, thus completing the western portion of the journey. The States through which the train passed vied in honouring the late President, notably Iowa, where work ceased, thousands standing silently beside the permanent way.

The late President Harding's aged father to-day joined the train.

The special funeral train arrived this afternoon. Crowds estimated to number 100,000, thronged the railroad yards, and the company was compelled to abandon the movements of suburban trains.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S RAILWAYS.

POWERS AGREE TO FOREIGN CONTROLLED RAILWAY POLICE.

LONDON, August 6th.

It is understood that four powers are proceeding between the Powers with a view to delivering to China a Note signed by all the Powers who are signatories of the Boxer Settlement Convention.

The Powers have now agreed to the formation of a Chinese police force, to be controlled by foreign officers, the expenses in connection therewith to be borne by the Chinese railways.

In this connection the following question and answer in the House of Commons on July 2nd are of interest:

Mr. Gershom Stewart (Cheshire, Wirral, U.) asked the Under Secretary for Foreign Affairs whether the Chinese Government had shown unwillingness to accept the principle of a special force of gendarmes under foreign officers to protect foreigners on the main railway lines, and whether the British Government would consider making proposals to the United States and Japan for joint action under the League of Nations to protect foreigners, and to deduct the expenses from allowances promised from the Boxer indemnity.

Mr. R. McNell: The demands for a settlement of the recent brigand outrage on the Tientsin-Pukow Railway, which it has been suggested should include the establishment of railway police under foreign officers, are still being considered by the Powers concerned, and have not yet been presented to the Chinese Government. His Majesty's Government are well aware of the present disturbed conditions obtaining in China, and are doing all that is possible in the circumstances to secure better protection for British residents and trade in that country. The reply to the last part of the question is in the negative.

PHILIPPINES NATIONAL BANK.

SUITS AGAINST FORMER DIRECTORS.

MANILA, August 6th.

Civil suits involving more than P200,000 will be filed soon against the former directors of the Philippines National Bank during the management of General Concepcion, who is now in prison.

CHINA AND THE LATE U.S. PRESIDENT.

PEKING, August 6th.

The Cabinet, to-day, ordered the Government institutions to half-mast their flags for seven days, beginning to-day, as a mark of respect for the late President Harding.

PARLIAMENTARY CONDOLENCE WITH U.S.

PEKING, August 6th.

Parliament has despatched a telegram of condolence to the American Government on the death of President Harding, "who was a great friend of the Chinese people."

ATTACK ON BRITISH CONSUL AT AMOY.

PEKING, August 6th.

Chinese circles report that Sir J. W. B. Macleay has lodged a protest to the Japanese Consul at Amoy, the firing on the British Consul at Amoy.

FINANCIAL READJUSTMENT COMMISSION.

PEKING, August 6th.

A mandate was issued yesterday evening appointing Dr. W. W. Yen Chairman of the Financial Readjustment Commission, in which the new organisation of the three kindred organs had been absorbed.

The new Financial Readjustment Commission is charged with (1) investigation and audit of foreign and domestic loans which have not sufficient security; (2) arrangement for the adjustment and amortisation of such loans; and (3) to consider the future financial policy.

THE PHILIPPINE VACCINATION LAWS.

MANILA, August 6th.

The Australian and Oriental Company's steamer *Taiyuan* was the first ship to come under the new vaccination regulations, which require all members of the crew and passengers landing at Manila to be vaccinated.

Captain Hamilton and several members of the crew submitted to the operation this morning before the vessel was docked.

DAY OF NATIONAL MOURNING IN THE PHILIPPINES.

MANILA, August 6th.

Governor-General Wood has issued a proclamation fixing Friday as a day of national mourning.

DISORDERLY SCENES IN THE COMMONS.

ACCUSATIONS OF MURDER.

FOUR LABOUR MEMBERS SUSPENDED.

LONDON, August 6th.

Very disorderly scenes were witnessed in the House of Commons on June 27th. Mr. J. Maxton (Lab.-Soc., Bridgeton, Glasgow), in referring to infant mortality, said that in a circular letter to local authorities on March 12th, 1922, the Scottish Board of Health intimated, in the interests of economy, that they could no longer provide hospital accommodation for children suffering from whooping cough and measles. The children consequently were condemned to live in the one-roomed and room and kitchen houses, which were the breeding grounds of disease. In the interests of economy hundreds of children were condemned to death. He called the men who initiated that policy murderers, and the men who supported that policy were also murderers.

Sir F. Banbury (C.) rose to a point of order, and was about to address the Chair when Mr. Maxton said, "I am not going to give way to him." "You," he said, addressing Sir F. Banbury, "are one of the very worst in the whole House."

Sir F. Banbury: Is it in order, Capt. Fitzroy, for one hon. member to call other hon. members murderers?

Capt. Fitzroy: I do not think it is in order.

Mr. Maxton: I have no wish to question your ruling. It is only the one word that I applied, and I apply it to all those who supported the initiation of this policy, and I apply it particularly to the right hon. member for the City of London, who called out "Hear, hear," when it was mentioned that an economy had been effected.

Sir F. Banbury again asked whether it was in order for an hon. member to call other hon. members murderers.

The Chairman said he did not think it was in order, and asked the hon. member to withdraw the expression.

Mr. Maxton: I know of no other suitable word in the English language. If Sir F. Banbury will supply me with another word—

Sir F. Banbury: I ask you, sir, whether it is in order for an hon. member, after having invented certain episodes which existed only in his own imagination, to call an individual hon. member a murderer.

The Chairman again asked Mr. Maxton to withdraw the expression.

Mr. Maxton: I have absolutely no wish to seem even to question the wisdom or rightness of your ruling, but there is only one word which applies, and I apply it to all members who supported the initiation of this policy, and particularly to the right hon. member for the City of London, because of his interruption when he said "Hear, hear," as indicating his belief—

Sir F. Banbury: The hon. member, for the third time, has disregarded your ruling, and has applied to an hon. member the epithet "murderer." I ask you whether he is in order in so doing, and whether he intends to withdraw the expression.

The Chairman: I ask the hon. member to withdraw the epithet as applied to any individual member of this House.

Mr. Maxton: No, I will never withdraw it. I did it deliberately, and I would not dream of withdrawing it for one moment.

The Chairman repeated his request for a withdrawal.

Mr. Maxton: Any phrase I could substitute to bring the idea before the House would be equally objectionable, and I must insist on being allowed to proceed with my speech using any language which comes to me. (Cries of "No.")

The Chairman: I am sure the hon. member does not mean to apply this particular epithet to any hon. member of this House. What he meant, I imagine, is that if any member is guilty of the conduct he describes, he is no better than a murderer. I cannot allow him to describe any hon. member in those terms, and I would ask him to withdraw it.

Mr. Maxton: I absolutely decline to withdraw. I will stand the racket. (Interruption on the Labour benches.) The whole business is a matter of historical knowledge.

LABOUR LEADER'S PEACE EFFORT.

Mr. Ramsey MacDonald (Lab.-Soc. Leader) said he could help the House out of the difficulty he would be glad. He suggested that what Mr. Maxton should make it clear that what he meant was to condemn a number of children to death, and that he did not intend to make a personal charge.

Mr. Wheatley (Lab.-Soc.) said Mr. Maxton had quoted figures to prove that with the knowledge of the effect of starvation and loss of human life the Government and its supporters, in the interests of economy and money-saving, had withdrawn sustenance from children.

Mr. Maxton said that that was murder, and that the people who supported that policy were murderers. "I repeat," continued Mr. Wheatley, "the statement, and I say that the hon. member for the City of London, sitting on that bench, is one of the murderers."

Capt. Elliot pointed out that Mr. Wheatley was under a misapprehension in thinking that they were discussing the question of the sustenance of children. As a matter of fact they were discussing the isolation of fever patients.

Mr. Wheatley said they must have been conscious of what the result of that policy would be—the destruction of over 1,000 infants. "If it was murder to kill one child it was a thousand times murder to kill a thousand, and those who supported that policy were murderers."

Sir F. Banbury asked the Chairman to insist that the two hon. members who had called him a murderer should withdraw the expression and apologise.

Mr. D. Graham (Lab.-Soc.) said the figures proved that infant mortality in Scotland was greater than in England, and that the difference was due to the policy that was being pursued by the Scottish Board of Health, which policy was initiated by the Government.

Mr. Maxton said that those who supported that policy in the lobby were murderers, and there was no other word for it.

Sir W. Joynson-Hicks appealed to Mr. Maxton and Mr. Wheatley to withdraw the word "murderer" so far as it applied to any individual hon. member.

Mr. Wheatley declined to withdraw the epithet.

The Chairman repeatedly asked Mr. Maxton and Mr. Wheatley to withdraw the expression, but as they refused to do so he asked the sergeant-at-arms to call upon them to withdraw.

The sergeant-at-arms went up to Mr. Maxton and formally asked him to withdraw, and as the hon. member did not move the sergeant-at-arms informed the Chairman that Mr. Maxton refused to obey his ruling.

The mace was then placed in position and the Speaker was sent for.

The Speaker, on taking his seat, said he had to name Mr. Maxton and Mr. Wheatley.

Mr. Bridgeman then moved that Mr. Maxton and Mr. Wheatley be suspended from the service of the House.

The Speaker declared that the "Ayes" had it, but a division was challenged.

After the division had been called the two recalcitrant members, seated side by side, were approached by their colleagues apparently with a view of persuading them to obey the decision of the House.

Mr. Ramsey MacDonald, who was sitting next to Sir Asquith, joined in the talk with them. The result of the division, announced by Colonel Leslie Wilson, was:

For the suspension 238
Against 70

Majority for 168

The Speaker: The two hon. members will please withdraw from the House.

Mr. Maxton and Mr. Wheatley immediately rose, and, on descending the gangway on to the floor, bowed to the Chair and left the chamber without comment.

Before the Speaker left the Chair, Mr. Campbell Stephen (Lab.-Soc.) rose to a point of order.

The Speaker said there could be no point of order, and left the Chair.

On the House again going into Committee, Mr. Hope in the Chair.

Mr. Stephen said: I want to repeat the statement made by my colleagues, and I want to say that it is all very well for those who have been accused of murdering these Scottish children to go into the lobby and vote for the suspension of those who made the charge. (Loud Ministerial cries of "Order.")

The Chairman rose, but what he said was inaudible.

Mr. Stephen: I insist, I believe that the member for the City of London is a murderer, in so far as he went into the lobby in support of the suspension of these two members. (Renewed cries of "Order" and "Sit down.")

No, I am not going to sit down. I am not going to remain in this House and allow those friends of mine, who were saying no more than the truth, to be treated in this fashion. (Loud cheers and repeated cries of "Order.")

The Chairman: If the hon. member does not resume his seat I will have to name him. (Hear, hear.)

Mr. Stephen: I am going on with this statement of mine. I have no intention of resuming my seat. (Loud cries of "Order" and interruption.)

The Chairman: I name the hon. member for disregarding the orders of the Chair. (Ministerial cheers.)

Mr. Stephen: Oh, it is all very well. Don't think you are going to get out of this. (Labour cheers and ironical laughter.)

The Speaker was again sent for, and on taking the Chair named Mr. Stephen, whose suspension was, after a division, carried by 270 votes against 60.

Mr. Stephen, like his two colleagues, left the Chamber without remark.

When the House had gone into Committee, with Mr. Hope in the Chair.

AN ATTACK ON THE CHAIRMAN.

Mr. Buchanan (Lab.-Soc.) asked: May I call attention to the earlier proceedings which have taken place?

The Chairman: No. (Cheers.) I have no concern with the earlier proceedings. My concern is to continue the debate on the vote for the Scottish Board of Health. (Hear, hear.)

The Chairman then put the question before the Committee.

Mr. Shinwell (Lab.-Soc.) said the reason why the interruption in the debate took place was largely attributable to the demeanour and action of Sir F. Banbury. (Labour cries of "He is a murderer" and "disorder.")

Although on occasions expressions were used from the Labour benches which, in the opinion of the Chair, were regarded as unseemly, that was very largely due to the inspiration of hon. and right hon. gentlemen on the other side. (Cheers.)

When the hon. member used the word "due" an hon. member on the Ministerial side, "Jew," this led to another violent scene. Mr. Lansbury, Mr. Buchanan, and Mr. J. Jones and other members of the Labour party rose and, angrily shaking their fists, shouted at the Government supporters. "What do you mean by that?" one member cried.

Mr. J. Jones (Lab.-Soc.): You are living on Jews' money. (Withdraw!) Addressing the Chair, Mr. Jones added: "Expel them, as you expel our men." (Labour cheers and cries of "Order" and "Sit down.")

Mr. Shinwell, when comparative quiet had been restored, continued: I am trying to bring myself within the ruling of this House, but I would remind you that an hon. gentleman, prior to my remarks, an hon. member opposite indulged in a remark which I regard as absolutely un-Parliamentary. (Labour cheers.)

Mr. Buchanan (Lab.-Soc.): A white-livered coward.

Mr. Shinwell: If hon. members would only leave matters to me. The hon. member who interrupted made a reference to the race to which I belong, and to which I am proud to belong. (Hear, hear.)

The Prime Minister, when he accepted office some weeks ago, pledged himself to adopt the policy laid down by a Jew, namely, Disraeli. (Cheers.) Why, then, should hon. members on the other side make attacks of that kind? (Renewed cheers.)

Here there was a renewed outburst of uproar, Mr. Buchanan jumping to his feet and shouting, "Stand up! Stand up, you dirty dog!" and "Why don't you suspend him?"

The Chairman: If an hon. member made a remark of that description it is very much to be deprecated. It did not reach my ears.

Sir G. Hamilton (C.) rose and attempted to address the Chair, but was unable to do so owing to the continued uproar.

Mr. Buchanan: "There he stands, the white-livered, dirty dog." Addressing the Chair, amid continued cries of "Order" and "Sit down," Mr. Buchanan said: "This is partisanship, not entitled to any respect at all. It is only worthy of contempt. You are no Chairman if you take sides. A Chairman ought to be impartial, and you are no Chairman. You are a disgrace to stand there."

The Chairman, who had remained standing during this tirade, said: The hon. member must resume his seat.

Mr. Buchanan: I am going to refuse to resume my seat until you name me and have me suspended. (Labour cheers.)

Mr. Hope thereupon left the Chair. The Speaker was again sent for. Upon his taking the Chair.

Mr. Bridgeman moved that Mr. Buchanan be suspended from the services of the House.

On a division the motion to suspend Mr. Buchanan was carried by 236 votes to 58.

The Speaker then called upon Mr. Buchanan to leave the Chamber.

Mr. Buchanan rose in his place, and, bowing to the Chair, left the House to the accompaniment of the cheers from the Labour members.

Mr. Hope afterwards said that it had been brought to his notice that objectionable expressions had been used by an hon. member among the supporters of the Government. The expression did not reach his ears, but the use of such an expression was to be deprecated, and he was sure the hon. member who used it would withdraw it.

Mr. G. Hamilton (C.) then rose and said the hon. member for Lintilhac had stated that something was "due" to somebody. He (Sir G. Hamilton) repeated that word in a very rude manner, and he apologised and withdrew it. (Hear, hear.)

Mr. Shinwell (Lab.-Soc.) said that as the expression had been withdrawn he would accept the apology.

The matter then closed, and Mr. Shinwell continued the debate.

Captain Elliot, replying on the debate, said that as a matter of fact the infant mortality in Scotland was lower now than in pre-war years. It was not increased by the transference of the relief to mothers and children from the infant welfare centres to the relief centres, but fell considerably after that administrative action was taken.

The amendment was negatived by 209 votes to 118—Government majority 91—and the vote was agreed to.

MR. McKENNA'S FUTURE.

The Ruter's cable published yesterday on the above subject was foreshadowed in the London papers a month ago. A cable to Australia, dated July 8th, said: "It is quite on the cards that Mr. Reginald McKenna's anticipated entry into the Ministry will not materialise, declares the *Sunday Times*."

A hint has arisen in regard to a seat for him. It was generally assumed that a vacancy would be created in the City, but Sir Frederick Banbury does not desire to sever his connection with the City, nor is he agreeable to make way for an ex-Radical who is still a Free Trader.

Mr. E. C. Grenfell is equally reluctant to be removed while the City Conservative Association have intimated to the Whips that even if a vacancy were created, they would assert their right to the free choice of a candidate.

Therefore it was decided that some other safe seat must be found, but Mr. McKenna has intimated that he regards it as impossible, both on grounds of health and his political position, that he should fight a contested election. Although he has left Liberalism he has not become a Conservative and he made it clear to Mr. Baldwin that he would enter the Ministry without giving any pledge, his position being virtually that of a cross-bencher.

Obviously in a contested election there would be the great disadvantage of having to face fire not only from the Opposition, but also from the extreme wing of the Ministerialists, and rather than face the ordeal he will remain out of politics.

It remains to be seen whether Mr. Baldwin places much value on his co-operation that he will secure Mr. McKenna the means of entry which he desires.

The political correspondent of the *Sunday Times* says that neither of the Ministers for the City of London is willing to be translated to the House of Lords, and thus create the necessary vacancy.

Reginald's Newspaper says in the same connection that Sir John Leigh, M.P., has likewise declined a peerage.

Mr. William Denison-McCracken, the American author, died suddenly of heart failure on June 12, while visiting friends in New York City. He was president of the Anglo-American Society of America, and travelled around the world on its behalf last winter, being entertained by British officials in Hongkong, Singapore, India and Egypt.

LOCAL AND GENERAL.

Reuter's Agency at Peking says it is reliably informed that in spite of the effective 5 per cent. import tariff the net revenue collected by the Customs in the month of July this year as compared with July last year shows a decrease of nearly Shanghai Ts. 180,000. It is pointed out that the effective 5 per cent. tariff should now be becoming fully effective. The above figures show that owing to the anti-Japanese boycott and the general unrest the large increase expected did not eventuate.

Admiral Sir Day Eort Bosanquet, G.C.B., K.C.B., died, on June 28th, at the Old Vicarage, Newbury, aged 80. As a midshipman he served under Sir James Hope in China, was present at the taking of Canton and the Peiho forts in 1859-60, and was specially promoted for the high place he took in passing for lieutenant. He thereafter passed through the different grades, and when he had hauled down his flag at Portsmouth, in 1908, he was appointed Governor of South Australia, a post which he held till 1914.

The following quaint message has been circulated by a Peking news agency: "Concerning the Lincheng incident, it is understood that the Government has wired to Dr. See, Minister to Washington, instructing him to express the thanks and gratitude of the Chinese nation to the United States administration for its fairness and justice in the matter. The Government argues that the Lincheng hold-up should not be mistaken as an indication of a general change of the Chinese attitude towards foreigners in China, nor as harbouring any anti-foreign feeling at all. In fact, the Lincheng bandits were inspired by political ambitions as well as their craving for money."

Professor Georges Dreyer, F.R.S., the discoverer of a new germ treatment for tuberculosis, is hailed by the *N.-C. Daily News* as "a distinguished Son of Shanghai." Professor Dreyer is a Dane, and our contemporary says: "Inquiry among the Danish community elicits information that Professor Dreyer is probably the son of Capt. Dreyer, one of the pioneers of the Great Northern Telegraph Co. in China. In 1870, a year or two after the inauguration of the company, its activities were extended to China, and Capt. Dreyer, who was then in the Danish Navy, came out in connection with the laying of the cable. Thereafter he accepted a position in the company's office on shore, and stayed here for a number of years. Professor Dreyer, the discoverer of the treatment already mentioned, was born here in 1873."

SHANGHAI HOSPITAL OFFICIAL SEVERELY CENSURED.

"PERFECTLY APPALLING."

A Chinese woman who was knocked down by a car, at Shanghai, taken to hospital, then sent to the Public Mortuary as dead, and subsequently found to be alive, later succumbed to her injuries. At the inquest last week severe comments were made by Mr. C. E. Whitmore (who sat with Magistrate Tsang) on the conduct of the Shanghai Hospital, which the Assessor characterized as "perfectly appalling" and asked how many people in Shanghai might have been

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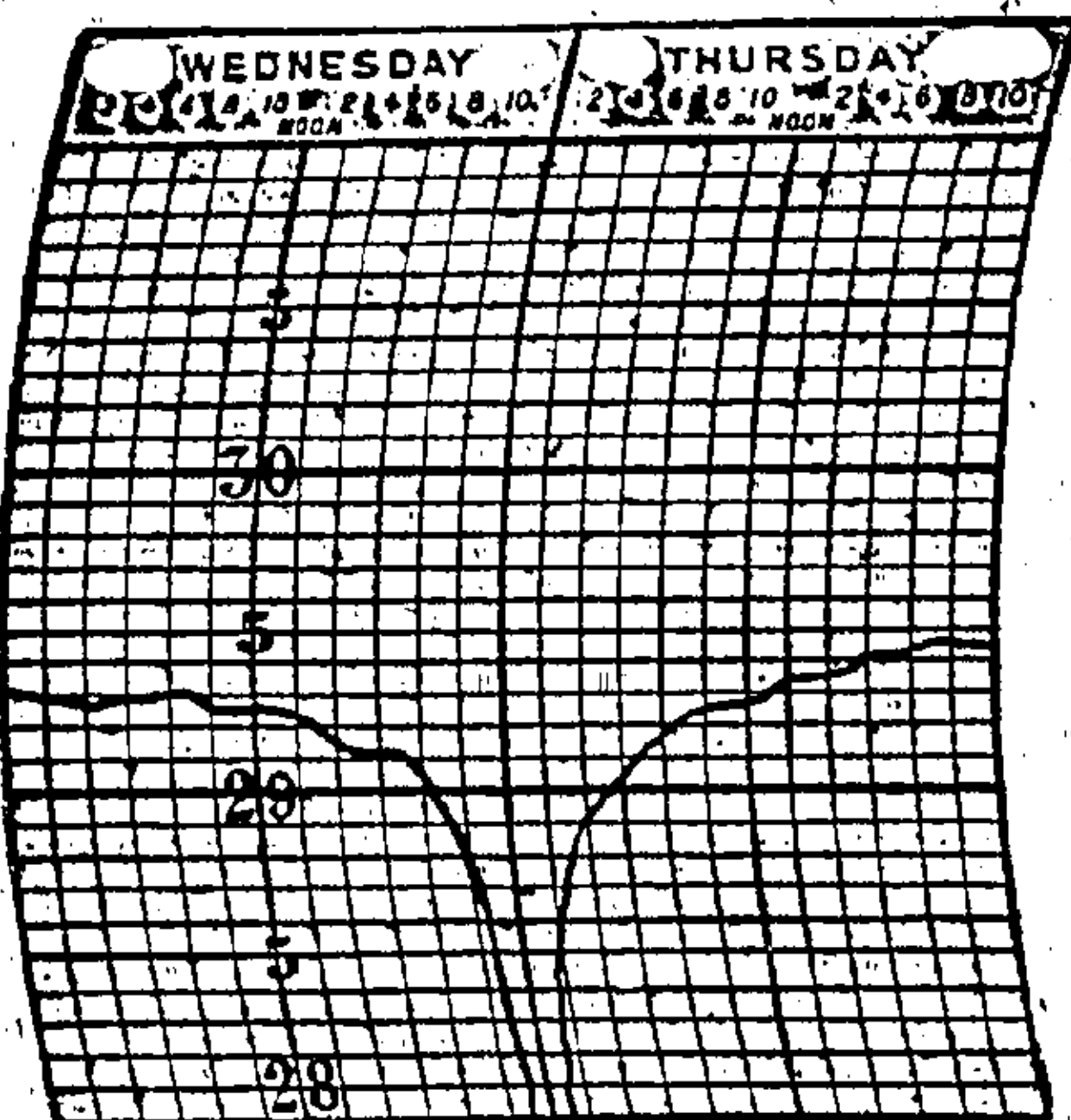


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NATIONAL ASSEMBLY OF THE CHURCH. BRIDE'S VOW TO OBEY.

The National Assembly of the Church of
England met at Church House, Westminster,
on July 5th, when all three Houses were in
session.

In the House of Laity Miss Maude Royden
moved and Mrs. Creighton seconded a series
of amendments with the object of bringing
the terms of the vows exchanged in the
marriage service "into better harmony
with the real position of women to-
day." The proposal was to substitute
for the words "Will thou obey him and
serve him?" "Will thou love him and con-
fort him?" to omit the giving of the
woman to be married to the man, and also
the words "With all my worldly goods I
thee endow." They also proposed to alter
the promise to "obey" to a promise to
"cherish" and further to insert a rubric
providing that the woman shall also give a
ring to the man, using the same words.

Miss Royden said a large body of public
opinion was now ready for this change,
which was not merely the desire of a few
extreme feminists. The vow to obey was of
an extraordinarily obsolete character, and
peculiarly wrong in this particular, and
especially inappropriate to the relations of
the sexes. It was only in the marriage service
that so unlimited and absolute a vow was
demanded. It had been interpreted to admit
the right of the husband to decide a point
which Nature, except in the case of man,
had always left to the females. She pleaded
that man and wife should be placed on terms
of equality. The Church should have
taught that self-control was necessary in
marriage, and that the wife's feelings should
be consulted and her will accepted at least
as often as the husband's. She was horrified
at the incredible levity with which people
to-day entered into marriage. (Hear, hear.)

Mrs. Creighton said that true marriage
was a partnership and comradeship, in
which each takes and each gives. The
question of obedience hardly came into it
at all. She thought the giving of a ring to
the man in marriage might sometimes be
to him the same sort of protection that the
ring was to a woman.

Lord Hugh Cecil said the service expressed
the teaching of St. Paul in regard to the
family. He taught the subordination of the
wife to the husband, but subordination did
not imply any degree of inferiority. A
qualified obedience was implied.

Mr. Athelstan Riley protested against at-
tempts to make the Bible conform to the
modern world instead of the modern world
to the Bible.

Lord Selborne said the Roman and Greek
Churches did not insist on obedience in this
connection. The word "obey" had been put
into our service at the Reformation. It was
out of place in the twentieth century. It
could not be taken in a qualified sense.

Lord Parmoor said he was in agreement
with the amendments. He did not think
there was any qualification in the
promise to obey, but if there were, that was
the greatest reason for not retaining it.

After further discussion two of the amend-
ments were withdrawn and the others were
lost.

WOMEN AND PUBLIC AFFAIRS.

Speaking at a women's mass meeting at
Lewisham on June 15th, under the
auspices of the East Lewisham Women's
Municipal Society and Citizens' Associa-
tion, Mrs. Lloyd George said women could
not make the best use of the advantages
they now had unless they carefully studied
questions of the day. These questions, to
a very large extent, either directly or in-
directly, touched the homes of the people.
Women ought to stand together on some
of those questions even if they belonged to
different partisan politics, because there
were so many problems upon which they
could bring their great influence and
weight more effectively to bear than if
they were divided. Unity in these matters
was strength.

Miss Lena Ashwell said they had no
doubt read in the Press about the "stunt"
for removing the word "servant" from the
English language. "I belonged to that
proud community who are servants of the
public," she said. "I think the biggest
word in the whole of the British language
is the word 'servant,' and we women
know a good deal about that word, and
we are not going to cease to be proud be-
cause of this sort of Press stunt."
(Laughter.) The first servant of the
country is the Prime Minister, and some-
time ahead there will be that fearful
man, a woman Prime Minister."
(Loud laughter.)

SOCIETY AND SIN.

BISHOP OF LONDON'S
INDICTMENT.

The Bishop of London, speaking at the
annual meeting of the London Diocesan
Council for Rescue Work, at St. James's
Church, Piccadilly, on June 25th, said
that the way to prevent the evil which
threatened our young national life was to
change the whole idea of society on the
matter.

"I am sorry to say," he added, "that
many respectable families believe that it
is healthy for a man to sin, and I am
told that doctors actually recommend it.
One thing we must do is to nail that lie.
It is not healthy, and the authorities
agree on that. In dealing with the young
unmarried mother who has been turned
out of home with her child we are dealing
with the most helpless thing in the
world, and if we do not stand by her
what is the good of the Christian
Church?" In 1922, he continued, the
council dealt with 3,700 girls, and cured
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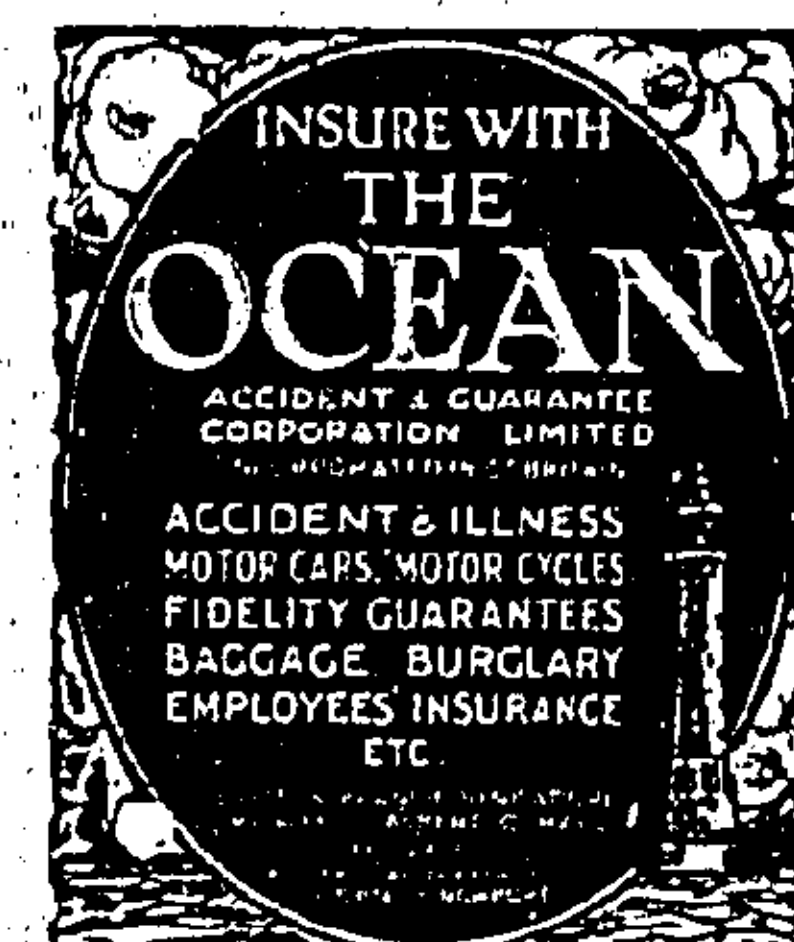
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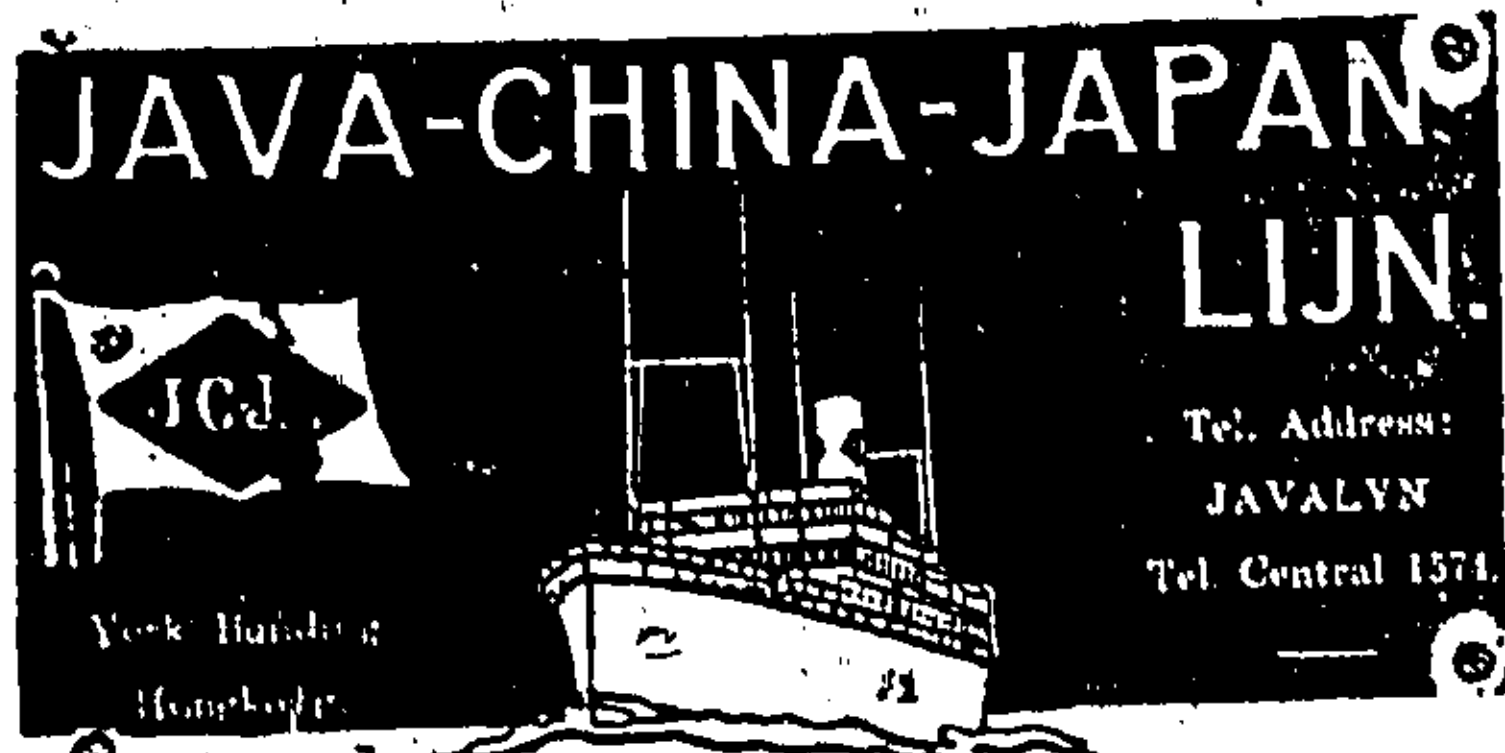
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MAN'S FIGHTING INSTINCTS

In all of the hospitals of London the Duke of Northumberland and Mr. Oswald Mosley, M.P., deputed the question, "Will the age and the tiger ever die?" at the London School of Economics on June 19th.

The Duke of Northumberland said that, interpreted, the subject of his contest with Mr. Oswald Mosley, M.P., was the fighting instincts of man, be it actually and intelligently curbed. "Of course they could be curbed," there was no difficulty about it. Not only individuals, but great nations and huge empires had found it so. In the great Roman Empire, the population so effectively suppressed its fighting instincts that the splendid civilization of Rome had wiped out, and was succeeded by what was known as the Dark Ages. Nine years ago the British Empire had suppressed its fighting instincts, that we were unable to fight out our treaty obligations to protect Belgium, and the result was the Great War; and no sooner was the war over than we proceeded to suppress our fighting instincts again. Instead of erecting statues to such men as Roberts and Haig we preferred to erect a statue to an American rebel named Washington. (Laughter.) Then we had proceeded to hand Ireland over to a band of murderers, and had surrendered the loyalists of Southern Ireland to their age-long enemies. The repression of fighting instincts was as easy as falling off a log, and just as silly. (Laughter.)

The only way to preserve the peace of the world was by armed force, continued the speaker. In other words, those nations who desired to preserve the peace of the world must see to it that their forces were so strong that no other nation or combination of nations would be likely to challenge that force. In former times the nation that had always proved the decisive factor in preserving the peace of Europe was Great Britain. Unfortunately, the last opportunities of Great Britain now constituted the greatest danger to civilization.

One of the lessons of the war was that national security depended upon training the whole of the able-bodied population in the arms, but the first thing that Great Britain did after the Armistice was to repudiate national service altogether. Another thing that the war had taught us was that our security depended upon an alliance with those nations whose interests were the same as our own. We had dissolved the most successful alliance in history, leaving France isolated in Europe, with the result that the peace of the world was becoming less secure every day. We were more defenceless to-day than ever before, and instead of honouring the fighting men, we preferred to lavish titles and distinctions upon profiteers and men who had gathered great wealth during the war, and who had sacrificed liberally to party funds. The world was to-day in a very dangerous state. Our great empire was in the hands of the enemies of society, who were working for the destruction of all law and order. Another great and intensely warlike nation was aiming for the overthrow of world peace in various underhand ways. The forces of disintegration and disruption should be fought, and it was their duty to warn the people against them. (Cheers.)

Mr. Oswald Mosley, M.P., alluding to the aims and work of the League of Nations, said that the house of civilization was to-day on fire. The nations had erected a fire-escape of a new device, and he asked whether they should use it, or merely sit down in a room in the midst of the burning house and allow it to burn itself out. He had discussed the League of Nations on many platforms in the past, and he hoped he would be able to do so again in the future. (Hear, hear.) He admitted that the League's machinery might not be perfect, but man himself was not perfect. In the task ahead of it the League was going forward, if only slowly.

Vicount Ullswater, who presided, said he was sure the meeting had greatly enjoyed the views of the noble pessimist on his right and "the young optimist" on his left, and he desired to thank them for the eloquent speeches they had delivered.

TO FIGHT SOCIALISM.
PRIME MINISTER'S APPEAL.

At the conference of Conservative Clubs held in London on June 15th, Sir Herbert Nield, K.C., M.P., who presided, read a letter from the Prime Minister, in the course of which Mr. Baldwin said:

"May I urge upon the delegates, and through them upon the individual members of every Conservative working men's club in the country, the necessity of putting forward every possible effort to fight the doctrines of Socialism, which are being so actively fostered and spread by the Socialist party in this country. I need not tell a gathering of Conservative working men that the Conservative party, as strong and united as it is to-day behind the Conservative Government, is the main bulwark against the subversive teachings of our Socialist opponents. I rely upon your effort and I am confident that I shall not do so in vain."

In his annual address, the Chairman said there was an enormous wave of enthusiasm for Conservative principles throughout the whole country. The membership of the Association of Conservative Clubs was increasing. They would have before long 1,498 or 1,499, a number which was within two or three of the pre-war high-water mark.

THE REICHSBANK AND ITS FOREIGN CURRENCY.

Evidence before the Reichstag Commission on June 19th showed that the Reichsbank was unable to state where the 216,000,000 in foreign currency used to support the mark had gone to, and that the Federation of Bankers had told its members to answer with reserve the questions put to them in an official circular on the subject. It seems clear that business houses have been borrowing at nominal interest from the Reichsbank in order to speculate and repaying the loans in depreciated marks. There is also little doubt that advances made to support Rühr industry have also been employed to enrich the magnates instead of aiding the workers.

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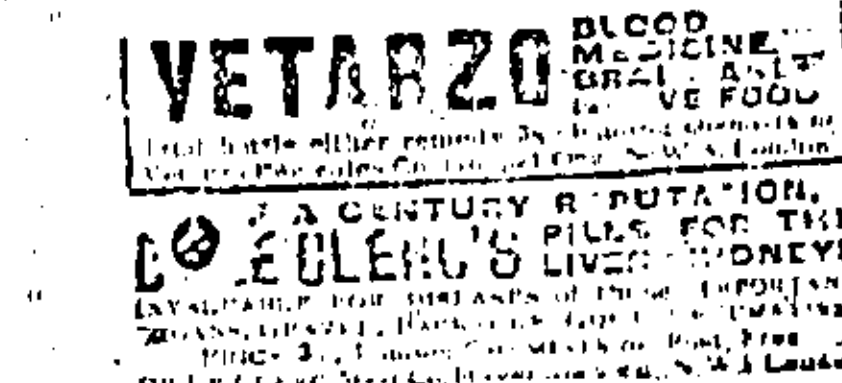
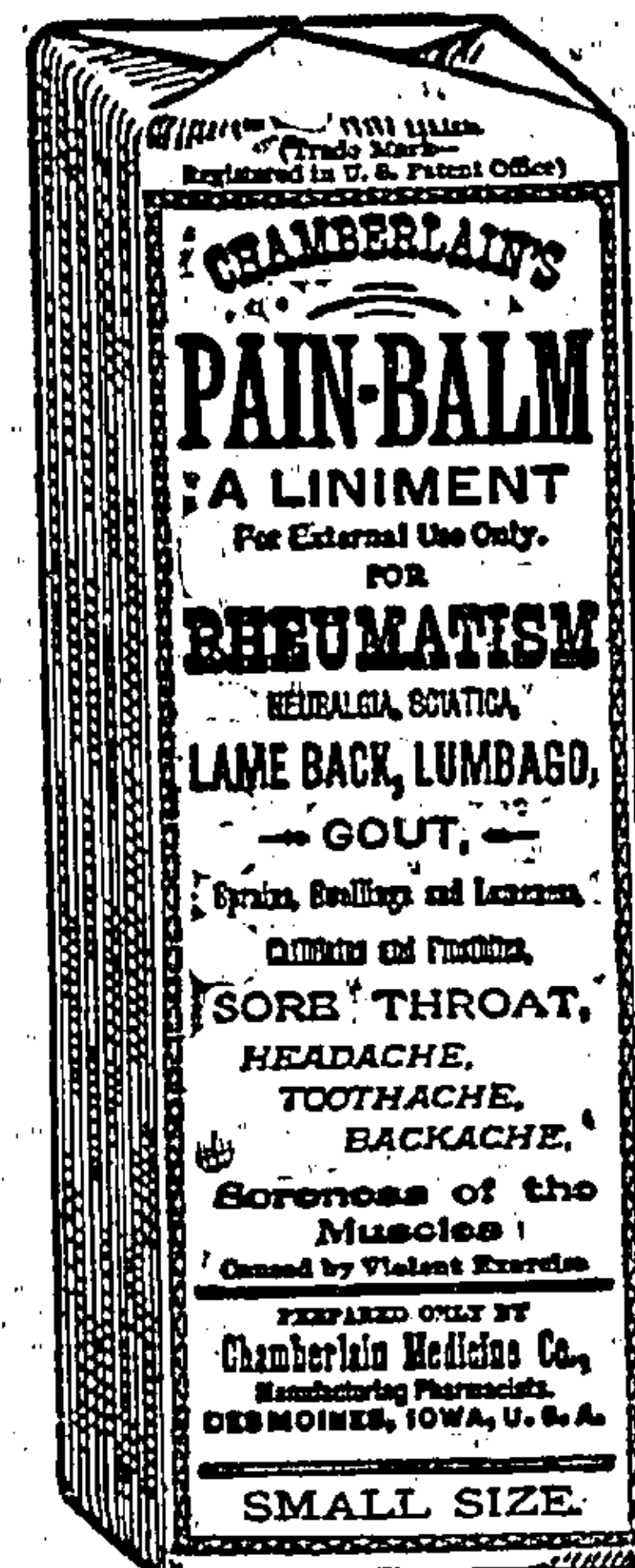
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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	"LOHSANG"	Wednesday, 8th Aug. 11 a.m.
BANGKOK via HOIHOW & WEIHAIRWEI	"CHUNSAUNG"	Thursday, 9th Aug. 8 a.m.
HAIPHONG via HOIHOW & SHANGHAI	"CHEONGSHING"	Thursday, 9th Aug. 9 p.m.
ANTUNG via SWATOW & SHANGHAI	"LEESANG"	Friday, 10th Aug. 8 a.m.
MANILA	"ESANG"	Friday, 10th Aug. Noon.
KOBE via MOJI	"WINGSANG"	Friday, 10th Aug. 3 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Friday, 10th Aug. 4 p.m.
SHANGHAI via SWATOW	"HOSANG"	Saturday, 11th Aug. 3 p.m.
BANGKOK via SWATOW	"TAISANG"	Tuesday, 14th Aug. 9 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOISANG"	Tuesday, 14th Aug. 6 p.m.
SHANGHAI via SWATOW & SHANGHAI	"FOOSHING"	Wednesday, 15th Aug. Noon.
TSINGTAU via SWATOW & SHANGHAI	"TUNGSHING"	Friday, 17th Aug. Noon.
KOBE	"WAISEING"	Sunday, 18th Aug. 10 a.m.
SANDAKAN	"KUTSANG"	Thursday, 23rd Aug. Noon.
	"HINSANG"	Friday, 24th Aug. 11 a.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Pong and Singapore, returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Nankin and Yangtze. Passes are charged via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Passenger accommodation, weekly for passengers and cargo.

HAIPHONG LINE—Sailings approximately twice a week from Haiphong, calling at Hoihow and Swatow. Passengers are carried on two 5,000 tons steamers, "HINSANG" and "MAHSANG" (both steamers having excellent passenger accommodation. Cargo taken at through rates of Lading to and from Swatow, Lubeck, Tientsin and London.

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"GLENSHANE"	13th Aug.	"GLENEIFFER"	8th Aug.	Glasgow, London, Rotterdam and Hamburg.
"PEMBROKESHIRE"	30th Aug.	"CARNARVONSHIRE"	14th Aug.	Glasgow, London, Rotterdam and Hamburg.
"GLENDUCE"	10th Sept.	"GLENEIFFER"	14th Aug.	Glasgow, London, Rotterdam and Hamburg.
"GLENOGLE"	20th Sept.	"GLENEIFFER"	14th Aug.	Glasgow, London, Rotterdam and Hamburg.

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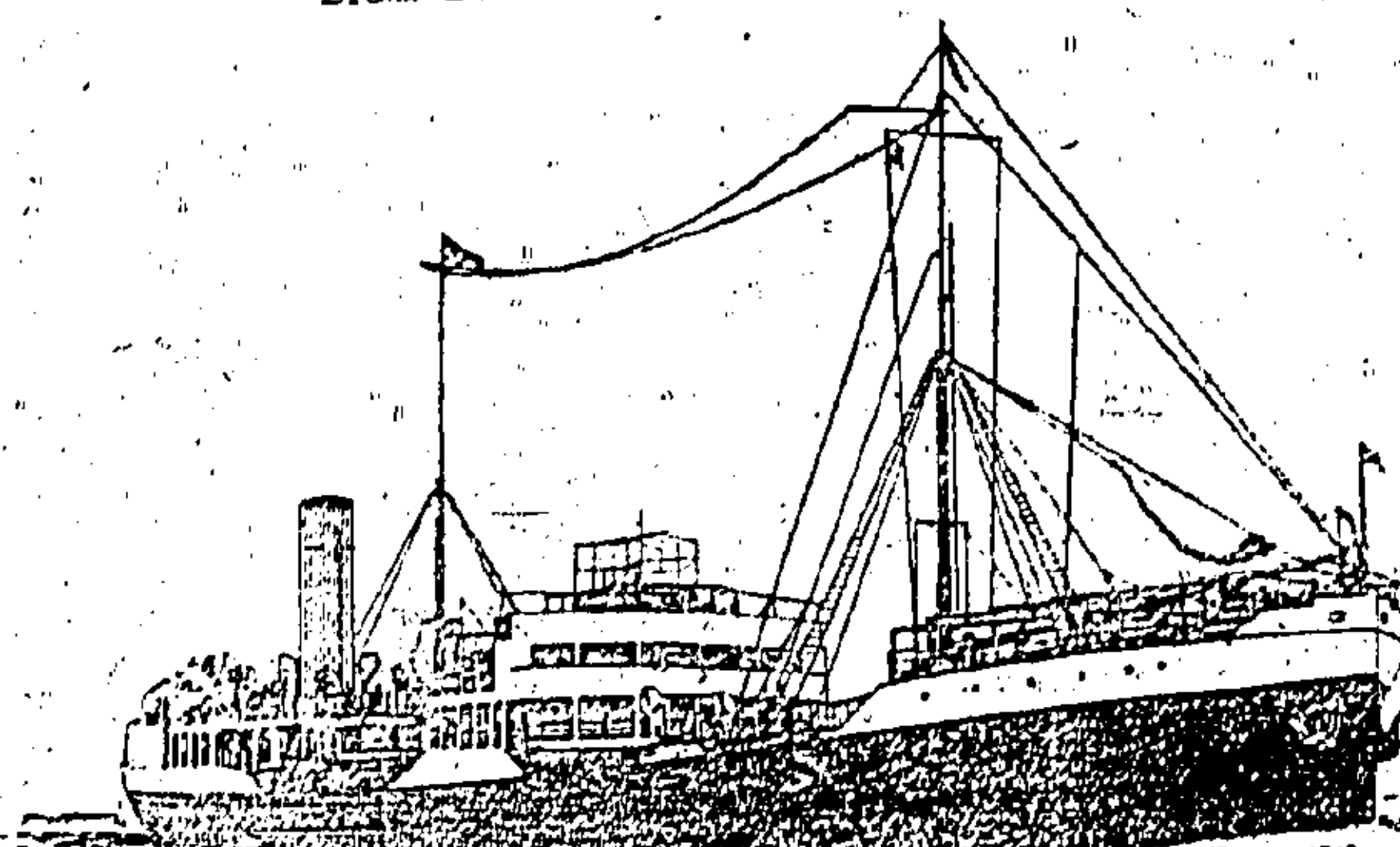
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SHIPPING NEWS

ARRIVALS.

August 26th.
Dardanus, British str., 4,936 tons, Capt. A. T. Shaw, from Swansea and Singapore, with a general cargo.—B. & S.
Fooking, British str., 1,423 tons, Capt. J. McAnish, from Saigon, with rice.—J. M. & Co.
Longhorn, British str., from Canton.
Procter, Norwegian str., from Canton.
Sudley, British str., 4,217 tons, Capt. W. M. Collyer, R.D., R.N.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Takuma Maru, Japanese str., 3,044 tons, Capt. T. Ishigaki, from Hoihow, with a general cargo.—Y.K.K.
Tuan Tin, Chinese str., 2,085 tons, Capt. A. Palmer, from Haiphong and Kebu, with a general cargo.—Ching Kw.
August 27th.
Beagle, British str., 3,423 tons, Capt. A. McCordale, from London and Singapore, with a general cargo.—Gibb, Livingston & Co.
Duchess D'Alba, Italian str., 4,892 tons, Capt. Pietro Zar, from Shanghai, with a general cargo.—Dodwell & Co.
Glenfer, British str., 4,021 tons, from Shanghai, with a general cargo.—J. M. & Co.
Hawling, British str., 1,267 tons, Capt. J. S. Thomson, from Fooking, Amoy and Swatow, with a general cargo.—D. L. & Co.
Hydrangea, British str., 561 tons, Capt. W. I. Colom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.
Kina, British str., 5,564 tons, Capt. C. M. Redhead, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Korea Maru, Japanese str., 6,084 tons, Capt. R. Watanabe, from Shanghai, with a general cargo.—T.K.K.
Luchow, British str., 1,221 tons, Capt. F. M. Dillon, from Shanghai, with a general cargo.—B. & S.
Sunli, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.
Van Choon, Dutch str., 2,862 tons, Capt. F. Schlette, from Amoy and Swatow, with a general cargo.—J.C.J.L.

CLEARANCES.

August 26th.
Augur, for Saigon.
Janus, for Amoy.
Stanglee, for Fooking.
August 27th.
Dardanus, for Shanghai.
Eastern, for Yokohama.
Hydrangea, for Swatow.
Hawan, for Hoihow.
Hydrangea, for Swatow.
Kina, for Singapore.
Korea Maru, for Canton.
Luchow, for Canton.
Longhorn, for Swatow.
Longhorn, for Canton.
Lok Sang, for Swatow.
Procter, for Shanghai.
Potung, for Kwang Chow Wan.
President Cleveland, for Manila.
Rama, for Hoihow.
Sarpedon, for Singapore.
Sudley, for Singapore.
Takuma Maru, for Canton.
Tuan Tin, for Batavia.
Tuan Tin, for Shanghai.
Yunnan, for Hoihow.

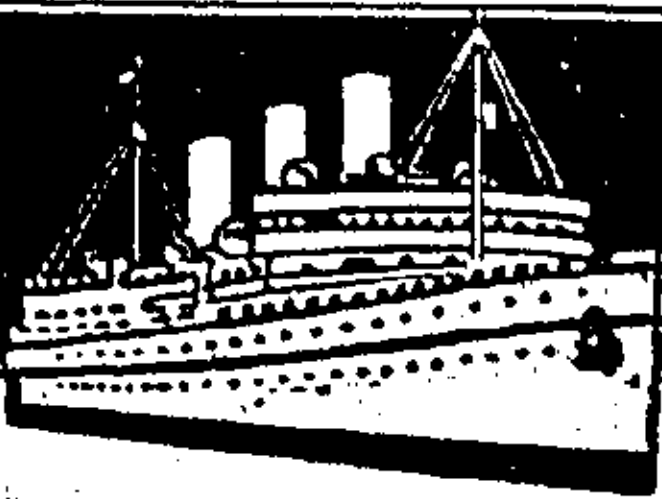
PASSENGERS.

ARRIVALS.
 Per s.s. *Hydrangea*, from Swatow, on August 27th:—Mr. Annam and Mr. Pearce.
 Per s.s. *Hutching*, on August 27th:—Mrs. L. M. Grant, Mr. E. R. Mogra, Miss Price, Mr. W. M. Gittens, Rev. F. Penland.
 Per T.K.K. s.s. *Korea Maru*, on August 27th:—Miss B. Schaefer, Miss Ada M. Crow, Mr. W. Baker, Miss H. B. Komor, Miss Ely Dorothy, Mr. and Mrs. W. J. Weldon, Mrs. A. T. Devereux, Miss M. A. Devereux, Mr. J. Devereux, Mr. P. S. Crovat, Mr. H. E. Pulliam, Mr. P. M. Beld, Mr. C. T. Tessonman, Mr. J. Kelly, Mr. I. J. Donbroosky, Mr. C. Godinez and Mr. H. Godinez.
 Per P. & O. s.s. *Kina*, from Yokohama via Port:—Miss C. E. Clarke, Mr. Kirpalani, Mr. and Mrs. P. E. Moha, Mr. G. Roberts, Mr. J. Lelas, Mr. F. E. Shaw, Mrs. I. L. Knight, Mr. W. G. Smith, Miss Matthews, Miss P. Tunheim, Mr. W. H. Brown, Miss S. Rutherford, Mr. W. F. Savale, Mr. H. Diprose, Mr. J. M. Watson, Mr. W. H. Hockley, Mr. MacGillivray, Mr. B. Ross, Mr. C. Bishop, Mr. W. Hull, Surg.-Lt. Comdr. O. J. Kerrigan, Mr. C. T. Frayne, Mr. A. H. Bolton, Mr. A. P. Etigara, Mr. J. S. Black and Miss M. Eaton.
 DEPARTURES.
 Per Blue Funnel s.s. *Sarpedon*, on August 27th:—Mr. and Mrs. J. Graham, Miss B. Graham, Mr. and Mrs. A. C. Binneveld, Mr. and Mrs. H. Cronbie, Mr. M. Ecken Slater, Mr. H. G. Cooper, Mr. J. S. Keith, Miss E. Crombie, Mr. W. H. Crowell, Mr. R. J. Birbeck, Mr. and Mrs. S. Martin, Mr. and Mrs. S. Whitaker, Mrs. F. A. Lovgrove, Mrs. E. A. Liley, Surg.-Lieut. and Mrs. R. W. Nesbitt, Mr. M. Karlsen, Mr. and Mrs. A. Buchanan, Miss A. Buchanan, and Mr. and Mrs. A. Huxley.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* (Capt. A. J. Hosken, R.N.R., Commander) will leave here for Victoria and Vancouver, B.C., via Shanghai (Wosung), Nagasaki, Kobe and Yokohama, at noon, on Thursday, August 29th.

CANADIAN PACIFIC



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Hongkong to England.

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver			From Canada	Due England
Empress Russia	Aug. 9	Aug. 27	Empress France	Aug. 18	Aug. 25	
Empress Australia	Aug. 24	Sept. 12	Empress Scotland	Sept. 1	Sept. 8	
Empress Asia	Sept. 6	Sept. 24	Montcalm	Sept. 21	Sept. 28	
Empress Canada	Sept. 22	Oct. 8	Empress Scotland	Sept. 29	Oct. 4	
Empress Russia	Oct. 4	Oct. 22	Empress France	Oct. 13	Oct. 19	
			Empress Scotland	Oct. 27	Nov. 2	

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS
 TENYO MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 9th.
 KOREA MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 16th.
 SHINYO MARU (calling at Keelung) ... 22,000 tons, Aug. 31st.
 SIBERIA MARU (calling at Dairen) ... 22,000 tons, Sept. 15th.
 TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 28th.

HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.
 STEAMERS
 GINYO MARU ... 16,000 tons ... September 5th.
 ANYO MARU ... 18,000 tons ... October 20th.
 SEIYO MARU ... 14,000 tons ... December 4th.
 BAKUYO MARU ... 15,500 tons ... January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
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STEAMER DESTINATION LEAVE HONGKONG
 PERSIA MARU (Keelung, Moji, Kobe & Osaka) ... August 17th.
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STEAMER LEAVE HONGKONG
 WOYO MARU ... about August 9th.
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 Messrs. T. E. GRIFFITH.

OIL-BURNING SHIPS.

At a meeting of the Ocean Navigation Section of the International Navigation Congress on July 5th, the question of the use of oil fuel in ships was discussed. Sir John Cadman, in a paper on "The use of liquid fuel for navigation and its consequences," mentioned that Monsieur M. Prade had said that the maritime transport of the world was now largely dependent on fuel oil, and navigation companies in general were following the examples set them by many of the greater liners in the world. For instance, of 750 ships constituting the programme of the Emergency Fleet Corporation, 600 were oil fuel burners.

The production of crude petroleum had more than doubled in the last ten years to 117,000,000 tons. It was anticipated the output would be 150,000,000 tons by 1930. The gross tonnage of oil burning ships had increased from 1,310,209 in 1914 to 14,461,162 in 1922.

GERMANY'S SHIP CONSTRUCTION.
 "In the House" of Commons on June 10th, Sir P. Lloyd-Greene (President of the Board of Trade), in a written reply to Mr. Wise, said:—The tonnage of vessels completed in Germany during the years 1919 to 1922 is shown as follows in the official journal of the German Statistical Office:

Year	Gross tonnage completed.
1919	135,000
1920	327,700
1921	456,900
1922	742,100

According to the quarterly returns of vessels built in different countries, prepared by Lloyd's Register, the tonnage launched in Germany during the quarter ended March 31st, 1923, was 69,000 tons gross, and represented 15.6 per cent. of the total tonnage launched in all countries included in the returns. Vessels of less than 100 tons gross are not included in these figures.

VESSELS EXPECTED.

Albert Vagler (Hugo Stinnes), due Aug. 10th, p.m.
 Ambrose (M.M.), due August 26th.
 Andre Lelien (M.M.), due August 17th.
 Dongola (P. & O.), due August 10th, noon.
 Empress of Australia, due August 15th.
 Jupiter (B.I. & A.), due August 10th, a.m.
 Mentor (Bine Funnel), due August 31st.
 Perseus (Bine Funnel), due August 25th.
 Sanguila (B.I.), due to-day.
 Svalbard (Richmers Line), due August 9th.
 Warina (B.I.), due to-day.
 Victoria, due August 27th.

NOTICE TO CONSIGNEES.

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CONSIGNEES per Company's Steamer

"PATROCLUS"
 are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 6th August.
 Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.
 All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays within the free storage period.
 No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th August, will be subject to rent.
 All claims against the steamer must be presented to the undersigned on or before the 27th August, or they will not be recognized.
 No Fire Insurance will be effected.
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 6th August, 1923. [1143]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1922. With Index. Price \$7.50. On sale at: the Hongkong Daily Press.

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 "PRESIDENT PIERCE" ... Aug. 29th.

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HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 29th.
 "PRESIDENT WILSON" ... Sept. 3rd.

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IYO MARU ... Saturday, 11th Aug., at 11 a.m.

SHIDYUOKA MARU ... Wednesday, 8th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.

SUIA MARU ... Thursday, 28th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... First half Sept.

LIVORPOOL via MARSEILLES & VALENCE.

DARBAN MARU ... First half Sept.

SIDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct or beginning N.

BOMBAY via Singapore and Colombo.

HAKODATE MARU ... Friday, 10th Aug.

WAKASA MARU ... Monday, 26th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Friday, 10th Aug.

NAGASAKI, KUBE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon.

SHANGHAI, KOBE & YOKOHAMA.

LIMA MARU ... Wednesday, 8th Aug.

LYONS MARU ... Thursday, 8th Aug.

MISHIMA MARU ... Wednesday, 15th Aug.

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WEATHER REPORT.

August 26th at 1837.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 13 deg. N. Long. 139 deg. E., moving N.W.
 August 27th at 1150.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 150 miles of Lat. 14 deg. N. Long. 138 deg. E., moving N.W.
 August 28th at 1202.—Pressure has decreased moderately at Fooking and increased considerably over the Loochoos and over Kwanlung. It has increased moderately to slightly elsewhere.
 The depression over S.W. China is farther South this morning.
 At 6 a.m. this morning the Guam typhoon was about 300 miles north of Yap, moving N.W.
 The Loochoos typhoon has curved W.N.W. It is now in about Lat. 27 deg. N. and Long. 123 deg. E., threatening Chokiang.
 Hongkong rainfall for the 24 hours ending at 10 a.m., 7th August, 0.04 inch. Total since January 1st, 1923, 15.27 inches, against an average of 55.01 inches.
 The forecast for the 24 hours ending at noon, 8th Aug., is as follows:—

District Forecast
 Formosa Channel W. to S.W. winds, freshening considerably.
 South coast of China between Hongkong and Lamock do. variable
 Hongkong to Gap Rock Light winds, freshening from westward, fair.
 South coast of China between Hongkong and Hainan S.E. winds, moderate.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 27th.

Day	Previous On Date On Date	
	at 2 p.m.	at 2 p.m.
Barometer	29.54	29.63
Temperature	83	79
Humidity	63	92
Wind Direction	S	NE
Force	4	1
Weather	0	0
Rain	6.03	0.00
Highest open-air Temperature on 8th	83	83
Lowest open-air Temperature on 7th	79	79

HONGKONG TIDE TABLE

From August 28th to 14th, 1923.

Days of Week	Days of Month	High Water		Low Water	
		Time	Height	Time	Height
Wed.	28	8 h. 55 m.	4.1	1 h. 41 m.	2.2
Thurs.	29	8 h. 44 m.	4.1	0 h. 8 m.	3.5
Fri.	30	8 h. 22 m.	4.2	2 h. 17 m.	1.7
Sat.	31	8 h. 57 m.	4.4	0 h. 54 m.	3.3
Sun.	1	9 h. 58 m.	4.6	2 h. 38 m.	1.3
Mon.	2	10 h. 37 m.	4.7	3 h. 21 m.	0.9
Tues.	3	11 h. 20 m.	4.8	4 h. 0 m.	0.7
	4	12 h. 40 m.	5.1	4 h. 39 m.	0.7
	5	1 h. 17 m.	5.3	5 h. 11 m.	0.8

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 a.m.

Place of Observation	1923.		W.L. 1911	W.L. 1912
	Highest W.L. ever recorded.	Lowest W.L. ever recorded.		
Wuchow, W. River	+79.50	-2.43	77.5	—
Kongmoon, W. River	+14.70	-0.80	12.2	11.4
Lingkongsho, N. River	+57.00	—	14.5	10.5
Samahai, N. River	+27.25	-5.00	21.3	21.4
Shaklung, E. River	+15.15	-0.59	14.2	12.7

ENGINEER-IN-CHIEF.

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FOR EUROPE AND AMERICA

[LIMA, AUSTRALIA, &c.]

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY

PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid advance, \$12 per annum, including postage to any part of the world. \$14

ELLERMAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

KASAMA ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

CITY OF GLASGOW ... 18th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A Class Steamers ... 1st Class 202—2nd Class 232
 B Class Steamers ... 1st Class 234—2nd Class 258
 C Class Steamers ... 1st Class 258

A, B, C Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry more than 200 passengers.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 789)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

CITY OF MADRAS ... via Suez Canal ... 8th August.
 TATHYBIUS ... via Suez Canal ... 15th August.
 CITY OF BOSTON ... via Suez Canal ... 22nd August.
 ANTILLOCHUS ... via Suez Canal ... 29th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHAMBERLAIN	—	—	20th Aug.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	18th July	17th Aug.	17th Sept.
AMBOISE	27th July	23rd Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 95. 00. 00. B Class (1st Class) ... 89. 00. 00.
 STEAMERS (2nd) ... 68. 00. 00. STEAMERS (2nd) ... 62. 00. 00.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

C. DORISE loading for BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 15th August.

MESSAGERIES MARITIMES CO.,

Telephone: Central 760.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in restaurants, staterooms and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9/10 Days)

HAICHING ... Capt. J. S. Thomson ... Friday, 10th Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers).

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:
 THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST. HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, SUMBA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES.

MALAYAN, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,017	8th Aug. Noon	B'bay, Mars, Gib, L'don & A'werp.
"ALPORA"	5,273	20th Aug.	Spore, Penang, Colombo & B'bay.
"KABEMIR"	5,241	22nd Aug.	Mars, Gib, London & Antwerp.
"MACDONIA"	11,089	7th Sept.	B'bay, Mars, Gib, L'don & A'werp.
"SICILIA"	6,813	20th Sept.	Spore, Penang, Colombo & B'bay.
"DONGOLA"	8,068	21st Sept.	Mars, Gib, London & Antwerp.
"MANTUA"	10,902	5th Oct.	B'bay, Mars, Gib, L'don & A'werp.
"SORDAN"	6,667	17th Oct.	Spore, Penang, Colombo & B'bay.
"KARMALA"	9,068	19th Oct.	Mars, Gib, London & Antwerp.
"CALEDONIA"	7,622	2nd Nov.	do.
"NELORE"	6,453	4th Nov.	do.
"MALWA"	10,341	16th Nov.	do.
"KALYAN"	9,032	30th Nov.	B'bay, Mars, Gib, L'don & A'werp.

1924.

"MACDONIA"	11,089	25th Jan.	Marseilles & London via Usual Ports of Call
"KASHGAR"	5,240	8th Feb.	do.
"MOREA"	10,811	22nd Feb.	do.
"KARMALA"	9,068	7th March	do.
"NALDERA"	15,093	21st March	do.
"KALYAN"	9,062	4th April	do.
"CHINA"	5,752	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	26th Aug.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	2nd Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,060	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:—
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"JAPAN"	6,062	10th Aug.	Yokohama.
"SANGOLA"	5,174	10th Aug.	Yokohama & Kobe.
"DONGOLA"	8,068	11th Aug., 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"MANTUA"	10,902	20th Aug.	do.
"SICILIA"	6,813	28th Aug.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ship.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road, Central, HONGKONG. Agents.

[1]

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "MOORISH PRINCE" ... on or about 31st August.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 8164

Telegrams (Furaprinco)

(Incorporated in Great Britain)

St. George's Building

[2]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICOMARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" ... Monday, 20th Aug.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger

Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Hongkong.

"INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger

Service.

AFRICA MARU ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Cuban Ports.

"ALASKA MARU" ... Beginning of Aug.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"PARIS MARU" ... Thursday, 16th Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Friday, 10th Aug., Noon.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 16th Aug., 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Thursday, 16th Aug.

For sailing dates and further particulars please apply to

S. RHIMA, Manager.

Tel. Central No. 4990.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
HONGKONG, PAKHOI & HAIPHONG	"YUNNAN"	On 8th Aug. 8 a.m.
MANILA	"TEAN"	On 8th Aug. 4 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 8th Aug. 4 p.m.
AMOI, SHANGHAI & TSINGTAO	"SZECHUEN"	On 9th Aug. 4 p.m.
AMOI & SHANGHAI	"SOOCHOW"	On 10th Aug. Noon.
WUHAIR, CHEFOO & NEWCHANG	"KANSU"	On 10th Aug. 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 10th Aug. 4 p.m.
WEIHAIR, CHEFOO & TIENTSIN	"HUICHOW"	On 11th Aug. Noon.
HONGKONG & SINGAPORE	"KALGAN"	On 13th Aug. 4 p.m.
AMOI & SHANGHAI	"TAMING"	On 14th Aug. 4 p.m.
MANILA	"KIANGCHOW"	On 14th Aug. 4 p.m.
SWATOW & BANGKOK	"KIUNGCHOW"	On 17th Aug. Noon.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Canton.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 38.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE SECURED AT THE OFFICE OF BUTTERFIELD & SWIRE, 12, 13 & 14, (JOHN SWIRE & SONS, LTD.)

[4]

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tamsanman Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE,
 Telephone Central No. 38. (JOHN SWIRE & SONS, LTD.) Agents

[5]

STROUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka"	Due Hongkong	31st Aug.
U.S.S.B. "West Carmona"	Leave Hongkong	1st Sept.
U.S.S.B. "West Carmona"	Due Hongkong	31st Sept.
U.S.S.B. "West Carmona"	Leave Hongkong	30th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS TO ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S.B. "West Chopaka"	Due Hongkong	15th Aug.
U.S.S.B. "West Chopaka"	Leave Hongkong	16th Aug.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Carmona"	Due Hongkong	19th Aug.
U.S.S.B. "West Carmona"	Leave Hongkong	21st Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STROUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central No. 8008. K. A. REYUM, Res. Agent.

[23]

DODWELL & CO., LIMITED

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 11th Aug.

S.S. "BOWEN CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS, ETC.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about end of Aug.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

From Calcutta and Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

INWARD MAILS.

FROM	PER	DAYS
BANKOKK	Warina	8th Aug.
STRAITS	Sangola	8th Aug.
SEANGHAI	Suiyang	8th Aug.
SEANGHAI	Chiali	9th Aug.
STR-ITS	Japan	10th Aug.
SEALATS	A. Vogler	10th Aug.
KUORIN via SAKU (Leitner & Papert)	Dongola	10th Aug.
den. 18th Jul. & Harris		

From	To	Date
Hoihow, Pakhoi and Haiphong	Yunnan ...	Wednesday, 8th, 8.00 A M
Formosa and Dairen	Alaska Maru	9.00 A M
Swatow	Lotung	10.08 A M
Swatow, Amoy and Formosa ...	Takewa Maru	11.00 A M
Cebu, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Ochanukhodi, Bombay, Aden, Egypt & Europe via Marseilles—due Marseilles, 24th Sept. ...	Africa ...	Registration 1.45 P M Letters 2.30 P M
Wei Hai Wei	Cheongshing	1.00 P M
Swatow and Bangkok	Kiangsu	2.00 P M
Manila	Teco	2.30 P M
Formosa	Fukusi Maru	3.30 P M
Hoihow and Bangkok...	Chun Sang	5.00 P M
Fort Bayard	Sunti	5.00 P M
Haiphong	New Mahtilde	5.00 P M
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C.—due Vancouver, 27th Aug.—	Emp. of Russia	Parcels 8th, 5.00 P M Shunday 8th, Registration 9.15 A M Letters 10.00 A M
Swatow	B Sang	10.00 A M
Manila, Formosa, *Shanghai, *Japan, *Honolulu & *San Francisco—due San Francisco, 10th Sept.	Tenyo Maru	10.00 A M
Saigon	Telemachus	3.30 P M
Batavia, Samarang and Sourabaya	Macassar Maru	3.30 P M
Amoy	Tjiboda	4.30 P M
Java via Sourabaya	Tjilatjap	Friday, 10th, 10.00 A M
Amoy	Soochow	10.30 A M
*Swatow, *Amoy and Formosa	Amakusa Maru	11.00 A M
Swatow, Amoy and Foochow...	Haiching	NOON
Swatow	Suiyany	2.30 P M
Wei Hai Wei	Kanru	2.30 P M
Shanghai	Dongola	Saturday, 11th, 2.30 P M
Swatow, Amoy and Foochow	Hailong	Tuesday 14th, Noon
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 26th Aug.—	Aki Maru	Wednesday, 15th, Registration 8.45 A M Letters... 9.30 A M

*Correspondence bearing vessel's name only.

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D. M. BIGGAR,
MANAGER.

7th August, 1933	
24 LONDON.—	
Telegraphic Transfer	— 3/4
Bank Bill, on demand	— 3/4 11/16
Bank Bill, at 30 days' sight	—
Bank Bills, at 4 months' sight	2 1/2
Credits, at 1 month's sight	2/3 9/16
Documentary Bills, 4 months' sight	— 2/3 11/16
ON PARIS.—	
Bank Bills, on demand	— 875
Credit, 4 months' sight	— 935
ON NEW YORK.—	
Bank Bills, on demand	— 81
Credits, at 60 days' sight	— 82 1/2
ON BOMBAY.—	
Telegraphic Transfer	— }
Bank Bills, on demand	— 166
ON CALCUTTA.—	
Telegraphic Transfer	— }
Bank Bills, on demand	— 166
ON SHANGHAI.—	
Bank Bills, at sight	— nom.
Exchats, 30 days' sight	— }
ON YOKOHAMA.—On demand	— 104
ON KOBLE.—On demand	— 102
ON SINGAPORE.—On demand	— 85 1/2
ON BATAVIA.—On demand	— 132
ON HAIKONG.—On demand	— nom.
ON SAIGON.—On demand	— }
ON BANGKOK.—On demand	— 82 1/2
SOVEREIGN, Bank's Buying rate	— 87 1/2
GOLD LEAF, 100 fine, per tael	— 40.20
BANK SIMPEL, per oz.	— 39 1/2

Head Office: Hongkong.	
Authorized Capital	\$50,000,000
Paid-up Capital	\$20,000,000
Reserve Funds —	
Sterling	24,500,000
Silver	\$24,500,000
Reserve Liability of Proprietors	\$30,000,000

Court of Directors:
Hon. Mr. A. O. LANG—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. W. L. Pattenden, Esq.
F. M. Dodwell, Esq. J. A. Plimmer, Esq.
T. M. Edkins, Esq. H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—
J. McARTHUR, Esq.

Manager; Shanghai—G. H. SMITH, Esq.
LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in **LOCAL CURRENCY** and **FIXED DEPOSITS** received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. 187

THE business of the above Bank is conducted by the **HONGKONG & SHANGHAI BANKING CORPORATION**. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at $2\frac{1}{2}$ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
"A. G. STEPHEN,
Chief Manager."
Hongkong, 14th November, 1922. 23

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,800,000
Reserve/Liability of Proprietors	£3,000,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.
A. H. FERGUSON

HEAD OFFICE:
15, Greenchurch Street, London, E.C. 3.

Authorized Capital	100	100	23,000,000
Subscribed Capital	100	100	21,800,000
Paid-up Capital	100	100	21,050,000
Reserve Fund	100	100	21,200,000

THE LONDON JOINT CITY & MIDLAND BANK,
LTD.

BRANCHES :
 Bangkok Hongkong Kuala Lumpur Rangoon
 Bombay Howrah Madras Shanghai
 Calcutta Kandy New York Simla
 Colombo Karachi Penang Singapore
 Delhi Kota Bharu Port Louis (Mauritius)
 Halle

INTEREST allowed on Current Accounts
at 2 per cent. per annum on Daily Balances

and on Fixed Deposits at rates that may be
ascertained on application,
N. C. WILSON,
Manager,
Queen's Road Central,
Hongkong, May 31st, 1923. 1130

司公限有行銀商華

HEAD OFFICE
Alexandra Buildings, Chester Road,
GENERAL Banking and Exchange business
 transacted.
 Loans granted on approved securities.
 Current Accounts opened (and Fixed De.

88 H. C. LAU
Chief Manager.

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